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CAPT. DEWAR FOUND GUILTY.

DISMISSED HIS SHIP AND REPRIMANDED.

CREATES DEEP IMPRESSION IN AN ELOQUENT APPEAL.

SORRY FOR REAR-ADMIRAL.

After an eloquent appeal for straight dealing, a speech which created a deep impression and was the sole topic of conversation after the Court had been cleared, Captain Kenneth Dewar, commander of H.M.S. Royal Oak, was found guilty of the first charge against him, in the court-martial at Gibraltar.

The sentence was similar in all respects to that passed on Commander Daniel, dismissal from his ship and a severe reprimand.

Captain Dewar disclaimed any malice against Rear-Admiral Collard, expressing regret that scandal had been attached to his name of which he had not been deserving. Rear-Admiral Collard had, however, laid serious charges of which he (Captain Dewar) knew nothing, but he asked the Court to credit him with the same honour and decency as themselves until the contrary had been proved.

The Rev. Goulding, the chaplain of the Royal Oak, said he heard Rear-Admiral Collard spoken of as a "bloody little swine," and declared that the officers were indignant at what they regarded as abuse of power.

ADMIRAL "A BLOODY LITTLE SWINE."

Gibraltar, Apr. 5. an essential part of Article Eleven, namely, "which may tend to bring into contempt."

Commander H. M. Daniel gave evidence to-day on behalf of Captain Dewar, outlining the facts as detailed during the hearing of his own trial.

In cross-examination, he stated that the licentious remarks of the "officer in question" (Rear-Admiral Collard) were responsible for the state of affairs.

Commander Daniel declared that there was a feeling in the wardroom of the Royal Oak, which he had never previously experienced.

Captain Dewar, cross-examined by the prosecutor, warmly declared that the latter was twisting his words. He did not intend to convey the impression that the Royal Oak was in a latent state of mutiny. Captain Dewar ridiculed the idea that he and Commander Daniel had entered into a machiavellian conspiracy to remove Admiral Collard.—*Reuter.*

The Chaplain of H.M.S. Royal Oak, the Rev. Goulding, describing his interview with Rear-Admiral Collard when he wished to explain to Rear-Admiral Collard that the latter had insulted the Bandmaster, said that Rear-Admiral Collard threatened to court-martial him (the Chaplain) for bringing the matter up.

He further declared that during the greater part of the interview Rear-Admiral Collard was completely out of control. The Chaplain had the greatest difficulty in remaining in the Admiral's cabin.

The Rev. Goulding said that a number of men expressed to him indignation at what they regarded as an abuse of power.

They did not complain at the actual term used. That was more or less a technical matter.

"Bloody Little Swine."

Witness said that the officers were furious, and witness heard Admiral Collard referred to as a "bloody little swine."

He had to do his best to stop their talk. In conclusion, the Rev. Goulding said that the crew of H. M. S. Royal Oak was now feeling the whole matter very deeply, but they were behaving sensibly.

"They were a very sensible ship's company," he remarked.

Used Exclusively By Men.

The Rev. Goulding when asked by the Court to explain what he meant when he said that the term used was a "technical matter" replied that it was a term very commonly used in conversation, though "it is used almost exclusively, I believe, among men."

Sufficient to Invalidate.

Captain Dewar in the course of a speech on his own behalf, pointed out that the second charge against him, namely, forwarding the letter criticising a superior officer contrary to Article Eleven, omitted

RUBBER DECISION REACTION.

HEAVY SLUMPS IN THE MARKET PRICE.

DUTCH GROWERS NOT OVER ALARMED.

SURVIVAL OF FITTEST.

A heavy relapse has occurred in the price of rubber since Mr. Stanley Baldwin's announcement, due partly to the lower closing prices in New York and partly to the liquidation of speculative commitments.

From Wednesday's price of 1/0-7/8d. per lb. rubber is now 9/4d. per lb., a figure which is the lowest since 1922, when it was 6d.

The market is nervous and a settled condition is not expected for some considerable time. Lower prices are predicted.

Shares Fall.

Plantation shares slumped 1/6 to 2/- per share, but speculation has been reduced to a minimum. There is no reason to fear unfavourable financial developments as the result of the present weakness.

Plantation interests hope that continued uneconomic prices will be avoided by combined action with the Dutch East Indies growers to maintain a reasonable selling price.

Dutch Opinion.

Amsterdam, Feb. 6. The *Telegraf* publishes the summaries of interviews with a number of prominent Dutch growers with regard to the British Government's decision to abolish restriction.

It says the decision has shocked the market and the Stock Exchange because a more gradual form of abolition was expected.

It is, however, realised that speedy abolition will make Anglo-Dutch producers get together very soon and reach an understanding as both parties will be free from Government interference.

Singapore Preparing.

Singapore, Apr. 6. Everyone is discussing the Government's decision and all the rubber interests are considering what action shall be taken to meet the generally anticipated slump.

General surprise is expressed at the shortness of the interim period, but there has been no panic on the market which opened yesterday at fourteen cents below Wednesday's price of 48 cents, Straits dollars, and closed at 32 1/2 cents.

The tone of the market is uncertain, but some authorities express the opinion that a number of the smaller estates will be forced to close down or merge with the larger companies, while many concerns will be hard hit.

Briefly, it is thought it will be a case of the survival of the fittest.—*Reuter.*

Effect in Singapore and Ceylon.

Singapore, Apr. 6. The market generally received Mr. Baldwin's rubber announcement calmly. Prices plunged downwards but later recovered to about thirty-four cents. There was a fair amount of selling.—*Reuter.*

Colombo, Apr. 6.

Ceylon received Mr. Baldwin's announcement with feelings of relief. The majority of the producers agree that the restrictions should come off immediately as October and November are particularly heavy producing months.

There is bound to be a big slump as all agents have instructed the estates to commence tapping fully. The effect of the announcement will be that well managed estates will be able to carry on during the transition period while the industry is finding its feet, but badly managed estates will suffer badly.

Very few Colombo companies have been caught napping as the announcement was anticipated. Most agents have disposed of their stocks this week and there is now no gambling. All agents are buying strictly against orders.—*Reuter.*

Comment in Straits.

Singapore, Apr. 5. There was an easier tendency on the rubber market this afternoon.—*Reuter.*

(Continued on Page 18.)

THE ANTI-FRENCH AGITATION.

URGE SEIZURE OF HANKOW CONCESSION.

POSTERS DISPLAYED.

Hankow, Apr. 4. The Garrison, Commander, General Hu Tsung-shu, is reported to have telegraphed to Nanking urging the retaking of the French Concession. An anti-French agitation is being started here.

Hankow, Apr. 5. The anti-French propaganda continues.

Posters appeared in the native city yesterday and at the boundary of the French Concession with slogans such as "Take Back French Concession in Hankow;" "Beat down Le Comte;" etc., but at present it is not considered likely that any actively hostile incidents will take place.

The postponed meeting of the ratepayers of the S.A.D. takes place.

Britain and Nanking Incident.

Negotiations Have Not Broken Down.

Still Continuing.

London, Apr. 6. In the House of Commons, replying to questions, Mr. Locker Lampson said the question of allocating the Boxer Indemnity funds had not been raised in connexion with the Nanking negotiations.

He added that there was no bombardment of the city of Nanking by British or other warships, and there was no foundation for the statement that America had expressed regret to the Nanking Government for the barrage put down on Soeny Hill.

The negotiations, said Mr. Locker Lampson, had not broken down; they were still being continued.—*Reuter.*

place this afternoon (Thursday).

Hankow, Apr. 6. The anti-French situation appears to be easier.—*Naval Wireless.*

NO TURKISH STATE RELIGION.

MOMENTOUS STEP BY PEOPLE'S PARTY.

Constantinople, Apr. 6.

The separation of Church and State will soon become a reality. The People's Party has unanimously approved the motion of Ismet Pasha, supported by 120 Deputies, forshading the suppression of all clauses in the Statute on Religion, thus the voting in the National Assembly will be a mere matter of form.

The result of the modifications will be that Islam will no longer be the State religion, and that the Deputies and President of the Republic will no longer take the customary oath in the name of Allah, but on their honour.—*Reuter.*

CONQUERS GIBRALTAR STRAITS.

MISS GLEITZE SUCCEEDS AT LAST.

Madrid, Apr. 6. Miss Mercedes Gleitze, accompanied by many Spanish witnesses, swam the Straits of Gibraltar today, starting from the Island of Paloma, near Tarifa, and crossed to Punta Leona, near Ceuta, Morocco.

The swim took twelve and a half hours.

Gibraltar, Apr. 6. Miss Mercedes Gleitze, telephoning from Tarifa, claims to have swum the Straits. Miss Gleitze, it will be recalled, has previously made several unsuccessful attempts.—*Reuter.*

LABOUR GAINS A BYE-ELECTION.

CONSERVATIVES LOSE LINLITHGOW.

SPLIT VOTE IN TRIANGULAR CONTEST.

London, Apr. 6. The bye-election at Linlithgow, caused by the death of Mr. James Kidd, the Conservative member, resulted in a Labour gain. The poll was as follows:

Mr. E. Shinwell (Lab.) ... 14,446
Miss Kidd (Cons.) ... 9,268
Mr. Young (Lib.) ... 6,690

Lab. majority ... 5,178
Miss Kidd, the Conservative candidate, who is a barrister, is a daughter of the former member.—*Reuter.*

Frequent Changes.

Linlithgow has had a reputation for frequently changing its political representation. The new member, Mr. Shinwell, is the well-known national organiser and Parliamentary agent of the Amalgamated Marine Workers, and, in the Labour Government, held the Ministerial post of Parliamentary Secretary to the Department of Mines.

From 1918 to 1922, the late Mr. Kidd held the seat, but in the General Election of the latter year he was defeated by Mr. Shinwell, who was in turn replaced by Mr. Kidd in 1924.

A Split Vote.

At the General Election of 1924, Mr. Kidd had a majority of 642 over Mr. Shinwell in a straight fight, the figures being:—Conservative, 14,766; Labour, 14,122.

The latest bye-election was a triangular fight, as a result of which Labour increased its poll by 323 votes, whilst the Conservatives lost 5,497, the majority of which no doubt went to the Liberal candidate.

Bye-Election Analysis.

Linlithgow is the 42nd bye-election since the General Election, and the following Party figures of losses and gains make exceptionally interesting reading:

Gains. Losses. Changes.
Cons ... 10 ... 21
Labour ... 8 ... 5
Liberal ... 4 ... 3

The only Conservative gain was at the Combined University bye-election at the expense of the Liberals, while the only Labourite loss was North Southwark to the Liberals.

BETTER FEELING IN EGYPT.

BRITISH NOTES MAKES GOOD IMPRESSION.

Cairo, Apr. 6. The British reply to the Egyptian Note has been favourably received by the Press, and the political atmosphere has greatly improved.

Wafdist circles express the view that Britain is manifestly maintaining a friendly attitude towards Egypt.

The Premier, Nahas Pasha, in a statement in the Chamber, said the Egyptian Government upheld its viewpoint, which it believed was the best way to strengthen the ties of Anglo-Egyptian friendship.

The opinion is generally expressed that the incident has now closed.—*Reuter.*

LOCK-OUT OF GERMAN WORKERS.

200,000 SOON TO BE IDLE.

Chemnitz, Apr. 6. The Association of the Saxon metal-working industry has decided on a lock-out of workers as from the 12th instant.

The decision will affect 200,000 metal workers.—*Reuter.*

This lock-out follows the downing of tools by the metal-workers, bringing a large number of workshops to a standstill.

Bulls and Inners

From the Office Butts.

One thing about Commander Daniel—he was fortified by Dewar. Until the Colonial Secretariat building is extended, C.S.O. will probably stand for "Cramped Style Office."

Paris says dresses must cover the knees now. The truth sometimes hurts.

It's an ill wind that leaves your motor tyre flat.

A recent Air Force order is to the effect that Chaplains shall fly if required. "Sky pilots?"

The magistrate's strictures on the "Shaikwan accident" were enough to make a boiler tender.

There should be a rush of film cutters from Hollywood to Alberta, where a sex sterilisation bill has been introduced.

There being objections to the introduction of "Mother India" into a local library, conscientious barriers to Father Christmas are now in order.

The arrival of H.M.S. Cornwall adds a little stiffening to the China Squadron.

The young Dutchman who makes it possible to hear ten conversations at once is easily beaten by some of these Hong Kong bridge drivers.

"So it is understood that in three weeks I will lunch with you."

"Yes, I have made a knot in my handkerchief."

A popular hymn in the Navy now is "Dare to be a Daniel."

Some of our local boxers appear to be Black Hawk Tamars.

Dr. Manette: "How long O Lord? Monte Christo; Some day, some day."

Ah Ping; Any time can do.

On the Vanchal Reclamation an establishment has been set up under the name of the Fragrant Island Garage. A road by any other name would smell as sweet.

A motorist has put up a new record of 206 miles an hour. Pedestrians will appreciate these efforts to make it swift and merciful.

A woman who witnessed a motor accident got £10 shock damages, Painless extraction by auto-suggestion.

A man was diagnosed drunk in police court because he could not say: "She stood on the doorstep welcoming him in." Base trick. Now, if they'd asked him to say, "She started shying sundry chateaux"—the poor fellow might have felt more at home.

What this Colony most needs is a little more uncommon sense.

Some folk who think themselves broad-minded are merely scatter-brained.

When you realise that it will be used to train people to run faster, there appears something sinister in the gift of a big sum of money to the Olympic Games by a motor-car company.

The one sure thing about Marshal Li Chai-sum's movements appears to be that he is either staying in Nanking or else returning to Canton.

Judging by their popularity abroad, Watson's aerated waters are able to form a zone of their own wherever they appear.

A Manila court has been arguing a land-title case for several days. Looks as if deeds speak as loud as words.

A characteristic of crude oil seems to be that it flows most freely in election years in the United States.

Several boxers saw stars and stripes last Saturday.

Knighthoods aren't always sixpence.



"So it is understood that in three weeks I will lunch with you."

"Yes, I have made a knot in my handkerchief."

A contemporary says the conflicting reports regarding Marshal Li Chai-sum emanate from political "Bulls" and "Bears."

That's lots out.

"New York Stock Exchange Wild," says a heading. Bull fights usually are.

A French poet recently recited one of his works from a lion's den in a circus. Leo is doing as well as can be expected.

"Enquirer."—No; the pan of the Pan-American Women's Conference has nothing to do with cooking.

America is to have a new poor-man's car, according to latest report. It isn't said, however, whether the man will be poor before or after getting it.

Query regarding the banning of war films.—Censor nonsense?

Quite common in Hongkong—the telephone subscriber who can be described as an also-ran.

"The blues come most piquantly between a lively fox-trot and a dreamy waltz," says a dance news item. Also afterwards.

An American has invented a loud speaker that can be heard for a mile. We heard it on the Peak tram the other evening.

We know a husband who's the light of his wife's life—she won't let him go out at night.

A London sleep-walker fell downstairs recently and broke his arm. Government officials are now said to be moving their armchairs to the ground floor.

Maybe Americans call money "dough" because those having it are often stuck-up.

Nowadays, a married man goes to his club. A few thousand years ago, he reached for it.

An Insurance Company reports among other things, favourable mortality. To the Insurance Company of course.

The man who threatened to fire his cook-boy evidently knew his calories.

Judging from Divorce Court decisions, lots of women are becoming wealthy by decrees.

More dog-bites are reported. In one case, a husband forgot himself and spoke to his dog as he usually does to his wife.

A Reading woman who has just celebrated her 105th birthday says she enjoys nothing so much as a good pipe of tobacco. If she can manage to hold out a bit longer, she'll probably manage to set the fashion.



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WATCHMEN'S BILL.

LENGTHY PETITION BY INDIANS.

At Thursday's meeting of the Legislative Council, the Attorney-General said: I beg to move that a petition relating to the Bill intituled An Ordinance to provide for the registration and regulation of watchmen, which has been received by the Clerk of Councils, be laid on the table. I understand that copies of the petition have been received by all hon. members who have no doubt given the petition full consideration. The petition has also been considered by the Government and discussed in Executive Council this morning. As a result of that consideration and discussion, it is proposed to move two amendments to the Bill in Committee at a later stage of this meeting.

The Colonial Secretary seconded and the petition was laid upon the table.

The Petition.

The petition was as follows: His Excellency Sir Cecil Clementi, K.C.M.G., the Governor, and the Members of the Legislative Council of the Colony of Hongkong. The humble Petition of Basant Singh, Kahan Singh and Sapooran Singh on behalf of themselves and 300 Indians at present residing in the Colony of Hongkong who follow the occupation of Watchmen, respectfully sheweth as follows:

1. A Bill entitled "The Watchmen Bill" was read the first time on the 27th October 1927, as a consequence of which your Petitioners by Council humbly drew the attention of the Government and the unofficial members of the Legislative Council on certain provisions in that bill which in their opinion seemed to bear unfairly on them and to reflect adversely on the members of the Indian Community. Your Petitioners were informed by their Counsel that as a result of his representations the bill would be withdrawn or amended.

2. Your Petitioners are all members of the Indian Race, are all natural born British subjects and are the natural spokesmen for Indians in this Colony affected or likely to be affected by the Watchmen Bill now before the Legislative Council. They are further authorized by a considerable majority of the Indians so affected to send this humble Petition on their behalf.

3. Your humble Petitioners pray that the Watchmen Bill now under consideration may be reconsidered and effect given to Your Petitioners' views and their interests secured by means of suitable amendments.

Discrimination.

4. Your Petitioners respectfully submit that watchmen employed in this Colony are, with few exceptions, either Indian or Chinese and that as the Chinese watchmen are exempt from the compulsory provisions of this bill, the bill, if passed, will be in the nature of a discriminatory measure against Indians who are British subjects, in favour of Chinese who, mostly, are not. This discrimination seems to bear with greater harshness in view of the fact that all Indians are already, in effect, registered with the Police and cannot leave the Colony without the sanction of the Police, whilst Chinese can come and go at will. It is not suggested that registration of Indian watchmen will itself in any way adversely affect Your Petitioners or those for whom they speak but in the form taken by the bill it does cast a slur on members of the Indian Race as such.

5. It is respectfully submitted that it is contrary to the spirit of the Legislatures of the Empire, including this Colony, to interfere with the private right of contract between members of the community except in certain definite classes of cases which are well known and are all treated in standard legal text books and even then only after the fullest debate and with the utmost care to prevent injustice, whereas Section 3 (1) strikes at the very root of that spirit in every paragraph. For

example, it gives the power (even if it appears from the proposed regulations, it is not intended to exercise that power) to the Governor in Council to determine what wages a private employer shall pay a private employee, and it further gives a similar right to tax watchmen by the appropriation of part of their wages. This is only an example but it tends to show that the bill has not received that careful debate which should precede such a measure.

6. It is respectfully submitted that Clause 5 of the bill is similarly contrary to the spirit which has in the past guided the Legislatures of the Empire; if there is a real evil which this bill is to remedy, the remedy should apply to all without further discrimination than is dealt with by the bill itself. Power given to the Captain Superintendent of Police to exempt individuals whether employers or employees can, if exercised, only affect adversely the minds of those in whose favour the discrimination is not exercised.

Unworkable.

7. It is respectfully submitted that Clause 6 of the bill is, as worded, unworkable, as in effect, no doubt unintentionally, it makes it essential for all paid servants except Chinese and Public Servants to register; surely it is the duty of every paid servant to perform some of the duties of a watchman which are defined in Clause 2 to include the protection of property and the prevention of crime. It would be difficult, if not impossible, to find a paid servant whose duties do not include the performance of some of these duties as defined. It is respectfully submitted that this is not merely a verbal difficulty, it is a difficulty which strikes at the very root of an attempt to depart, without proper debate and reflection, from the spirit of the Legislatures of the British Empire.

8. It is not properly within the scope of this Petition to point out the fact, but this bill adversely affects all shipping in waters of the Colony which carry non-Chinese guards, who are not registered as watchmen. These guards must cease to carry out their duties whilst in the waters of Hongkong otherwise both they and their employers will be committing offences. It may be anticipated that the Captain Superintendent of Police will deal with such a question under Clause 5 but it is respectfully submitted that this question should be considered and dealt with by the Legislature and not by an individual. It is respectfully submitted however that the omission to deal with this question fully shows that the matter has not been fully debated.

9. It is respectfully submitted that Clause 7 if passed will be a great hardship on Your Petitioners and those for whom they speak. Some while regularly employed add to their income by taking occasional additional employment; some work regularly for two employers, the duties of others are, chiefly, to sleep at night on the premises, leaving the day free for their work if available. Each employment carries a wage corresponding to the nature of the duty. It seems to Your Petitioners unreasonable, if an employee is satisfied and the employer is satisfied, that it should be an offence to enter into a contract which hurts no one and is to the interest of both parties. It seems equally unreasonable to except any employer to go to the trouble of obtaining the sanction of the Captain Superintendent of Police who has numerous other duties, before employing any particular watchman already partly employed.

Inappropriate.

10. With regard to Clause 9 it is respectfully submitted that any watchman as willfully neglecting his duties as to desert without notice is guilty of a serious offence whether he be Indian or Chinese, whether in private or public employ, and compulsory registration with a penalty of striking off the register seems a most inappropriate method of dealing with the offence.

11. It is respectfully submitted that as regards private watchmen

Clause 10 is not in accordance with the spirit of the Legislature of the Empire, this Clause in effect gives power to the Captain Superintendent of Police to punish a private watchman without trial and without a proper charge. It places Your Petitioners in a very great difficulty in view of the well-known position and consideration shown by Your Excellency and the present Captain Superintendent of Police to all members of the community to suggest that this Clause is a hardship but it is suggested that it is the right of every private individual, high or low, rich or poor, to a public trial before an independent judge before being punished. It is suggested that the Magistrates of the Colony are already entrusted with onerous duties and they have the facilities and the ability to give everyone a trial which is fair and in accordance with the law. Public servants all have their interests carefully protected so as to save them from unfair punishment. A private watchman under this Clause would have neither the protection of the public servant nor the rights of the private individual.

12. It is respectfully submitted that Clause 11 places on the Captain Superintendent of Police a duty or power which should not be given to any individual. Surely no individual should, except in a Judicial Capacity, be given power to discriminate between private individuals in their private capacity.

13. It is respectfully submitted that while Section 14 does not affect Your Petitioners the power given by that Section must remain a dead letter if the very serious risk is not to be run of the power being used for purposes not within the scope of the bill. It seems highly dangerous to class unregistered watchmen with criminals.

Money Lenders.

14. The reasons for the provisions of Section 13 which deal with Registered Money Lenders are it is respectfully submitted hard to find. (As Mohamedans are prohibited from usury this paragraph in no way expresses the opinion of the followers of that creed.)

It is respectfully submitted that except as above all Indians of the watchman class invest their savings by way of usury. It has been their custom from time immemorial and whatever view may be taken of the morality or otherwise of money lending it is the thrifty and those with money to lend who help to build up a prosperous community. It is difficult to see why a man should be a worse watchman because he has sufficient money to put him beyond temptation.

It is respectfully submitted without fear of contradiction that the Indian money lenders of this Colony are a law-abiding class against whom no charge can be brought except one based on the supposed immorality of usury.

It is most respectfully submitted that if this Section is approved in principle that part commencing with (a) and (b) satisfies the Captain Superintendent of Police should be omitted as it may very well happen that some of us during the month following the commencement of this bill may be ill or out of employment.

15. It is respectfully submitted that if Your Petitioners correctly interpret the "reasons" for the bill, the bill was intended to provide a corps of police watchmen. If such a corps is desirable it seems equally desirable that it should be under proper discipline as is provided by the bill. No where however, can any reason be found why such an admirable bill should be married to provisions so wide in their scope. Registration of watchmen in principle does not appear in any way contrary to the spirit of freedom of contract. It is only in the compulsory parts of the bill as applied to private watchmen that the rights of the individual citizen are interfered with. It is respectfully submitted that the efficiency either of a corps of watchmen or of a system of registration of watchmen can best be tested by a voluntary system.

ILLEGAL NARCOTICS.

EFFORTS TO CONTROL TRAFFIC.

Washington, Apr. 6. Evidence shows that illicit narcotics are entering the United States in increasing quantities. The United States have arranged with Britain, France and Germany, and hopes to arrange with other countries to exchange information about the traffic. It is sought to eradicate the abuse of opium, cocaine and their derivatives and to enact laws limiting their manufacture to the medical needs of the world. It is hoped to include most European countries.—Reuter.

Karlshrona, Apr. 5.

A bomb was thrown into a house near the naval arsenal. In the terrific crash many windows were broken. The only occupant of the house at the time was Captain Count Wachmeister, who was uninjured. No arrests were made.—Reuter.

If employers find police watchmen better than private watchmen surely the private watchmen will lose their employment. If on the other hand employers find private watchmen better than police watchmen, it does not seem unreasonable that they should be allowed to employ those who serve them best, and who are under their own control.

15. Your petitioners therefore pray that the bill be so amended as to exclude all provisions of a compulsory nature which Your Petitioners consider unworkable, unjust, discriminatory, inequitable and unfair and to represent an attack on a loyal and provident class composed of natural born British subjects.

And Your Petitioners will ever pray, etc.

Dated this 2nd day of April, 1928.

Amendments in Committee.

When the Bill came up for further consideration by the Committee of the whole Council, the Attorney-General said: I beg to move that Clause 3 of the Bill be amended by the insertion of the word "police" before the word "watchmen" in paragraphs a, b, c and d of sub-section 1 of section 3. The effect of that will be that the power to fix wages, the arranging of the grades and ranks of watchmen, regulating conditions of employment and providing for discipline and control, will apply only to police watchmen and will not apply to private watchmen.

The Colonial Secretary seconded the amendment, which was carried.

The Attorney-General: I beg to move that Clause 7 of the Bill be omitted and that the subsequent clauses be renumbered in consequence. Clause 7 at present provides that no person shall, without the permission of the Captain Superintendent of Police, perform or pretend to perform the duties of watchmen for more than one employer, and there is a similar provision prohibiting employers. It is proposed to leave that matter, which is one of private contract, to the employers themselves to deal with and not to make it a prohibition in the Bill. The Colonial Secretary seconded and the amendment was agreed to.

On the motion of the Attorney-General, seconded by the Colonial Secretary, a further clause (17) was added to the Bill as follows: "This Ordinance will come into operation on the first day of May, 1928." The Attorney-General explained that the commencement clause was added in order to give time to persons who would be affected by the Ordinance to register themselves before the Ordinance came into operation. The Bill as amended, then passed the Committee stage and also subsequently the third reading and became law.

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FOREMOST ARTISTS IN

YOUR OWN HOME ON THE

MORRISON

ELECTRIC EXPRESSION

PIANO DE LUXE

From the snappiest

Fox Trot to the most

intricate Classic.

all are faithful

reproduced by this

marvellous expres-

sion piano.

Demonstrated

at

TSANG FOOK PIANO CO.

8, Des Voeux Road Central

(Entrance Ice House Street.)
Telephone C. 4648.

THE NEW FRENCH SECRET 1.
THERAPY NO. 2
THERAPY NO. 3
THERAPY NO. 4
No. 1 for Blisters, Chaps, Itch, Sore Throat and skin diseases. No. 2 for Chronic Venous, Sold by leading Chemists. Price in England 6d. Dr. Le Chevalier & Co., 10, Strand, N.W. 1, London. See Trade Mark "THERAPY" is on Writ Cert. Always affixed to genuine packets.

SALESMAN SAM

A Fast Worker

By Small



Teething troubles

Because SCOTT'S Emulsion contains 44% of pure cod liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION.

RECENTLY SAM BE-MORROWED THE FACT HE DIDN'T HAVE ANY MONEY FOR CHRISTMAS PRESENTS. GUZZ OFFERED TO GIVE HIM \$100 IF HIS SALES TOTALLED \$5000 BETWEEN DEC. 8 AND DEC. 23. UP TO THIS A.M. HE HAD REACHED \$4511.14. SHORTLY AFTER THE STORE OPENED TODAY HE MADE A SNAP SALE OF \$3889 WORTH OF MOUSE TRAPS—THAT LEAVES \$450 STILL TO GO BETWEEN NOW AND FRIDAY—

I PULLED A FAST ONE THIS MORNIN', SAM—BOUGHT ALL THE CHRISTMAS TREES TH' WHOLE SALE DEALER HAD—400 OF 'EM. THIS IS TH' ONLY PLACE AROUND HERE WHERE PEOPLE CAN BUY 'EM!

GREAT, GUZZ! THAT MEANS I CAN CHARGE ANYTHING I WANT, HUH?

NO, SIREE! WE'RE NOT GONNA CHEAT PEOPLE JUST BECAUSE WE GOT A MONOPOLY—THESE TREES ARE WORTH ONLY A DOLLAR APiece AN' THAT'S ALL WE'LL CHARGE FOR 'EM!

WELL, IF YA FEEL THAT WAY ABOUT IT, I GOT A GREAT HUNCH, WAT! HERE, GUZZ! I'LL BE BACK IN A JIFFY!

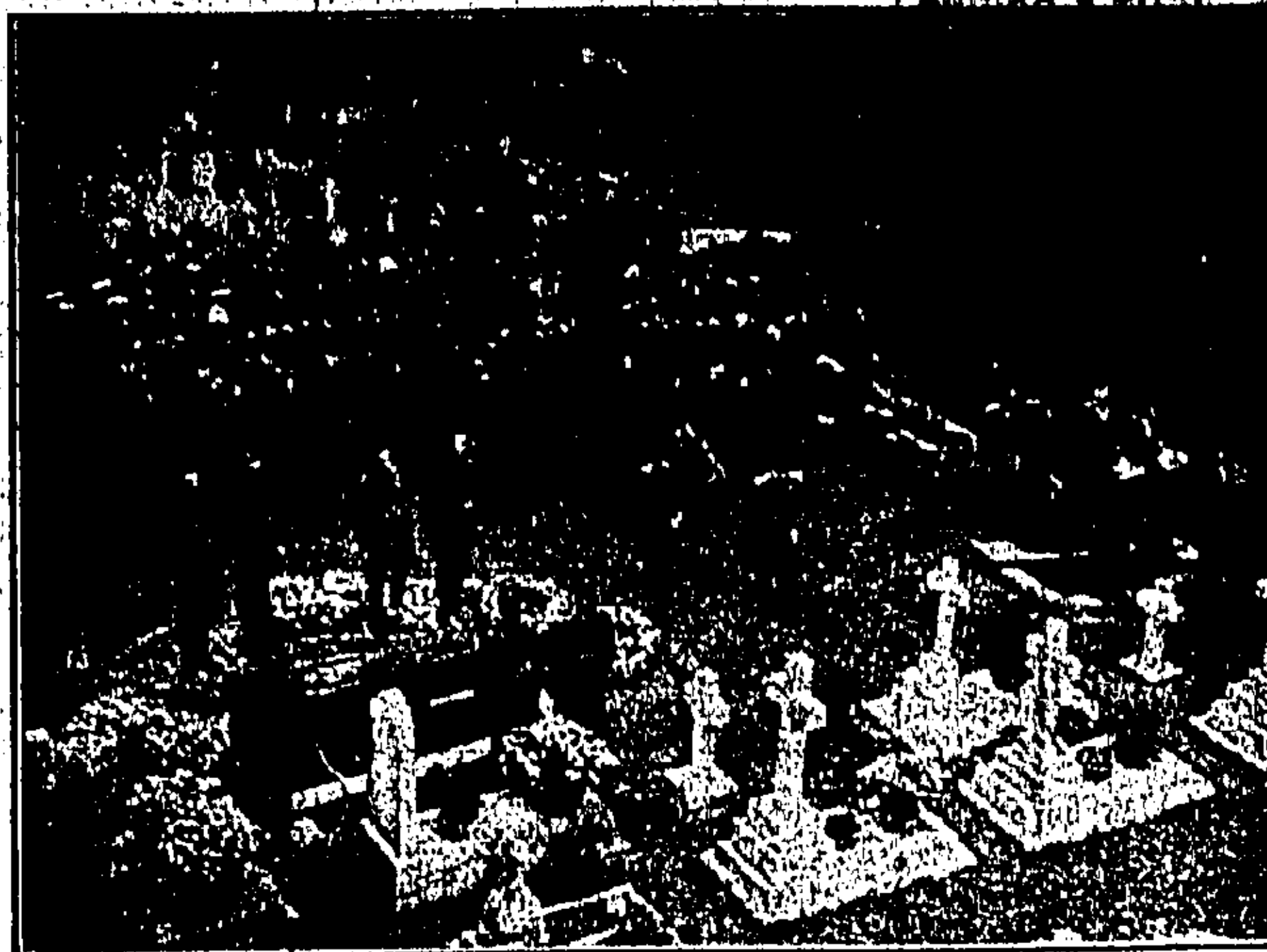
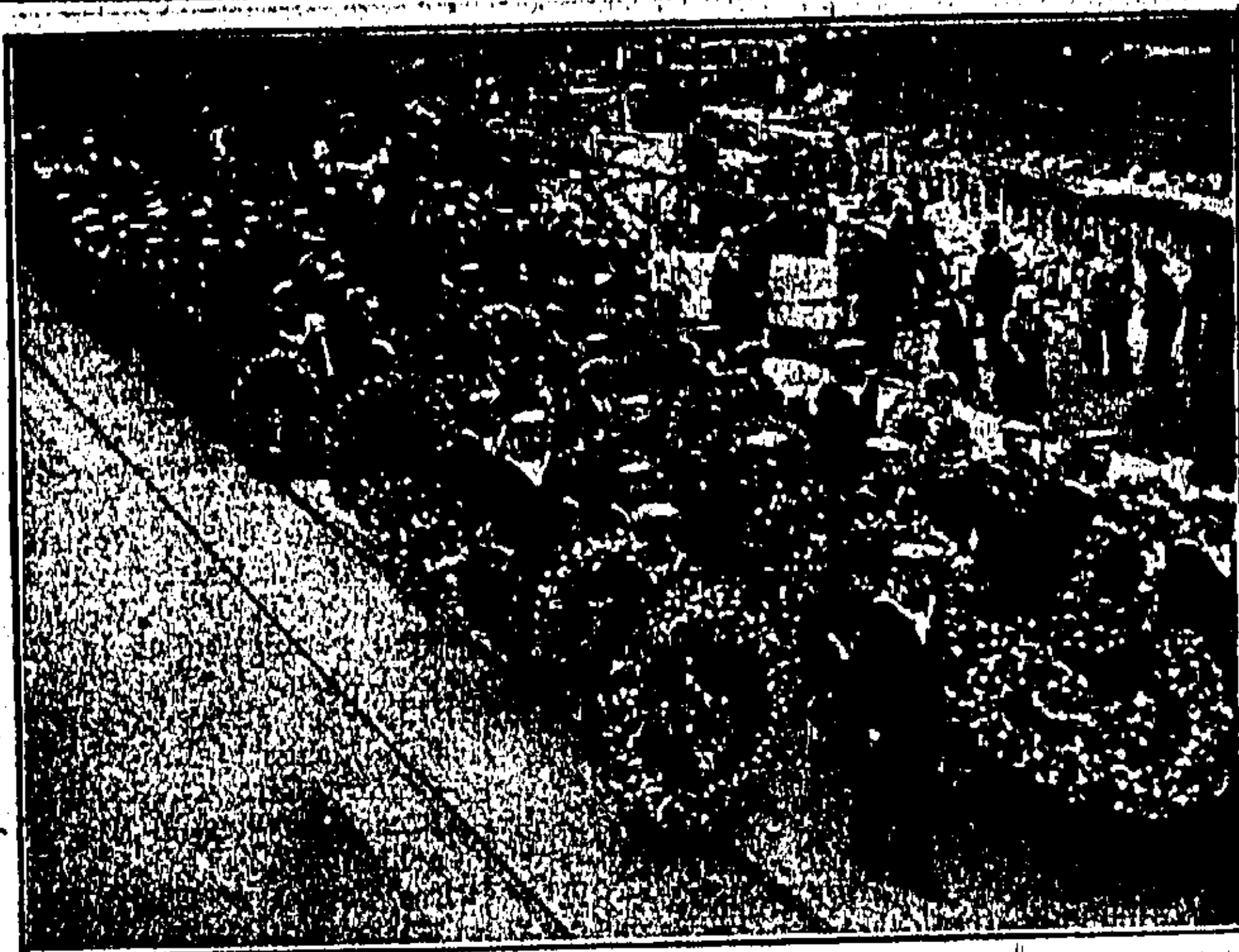
OH, BOY! ADD \$400 TO MY SALES, GUZZ! ALL TH' TREES ARE SOLD!

WHAT? FER TH' LOVA PETE, WHO DID YA SELL 'EM TO?

OUT OVER

IT WAS A CINCH! TH' GROCERY STORE DOWN TH' STREET WAS TICKLED PINK TO GET 'EM!

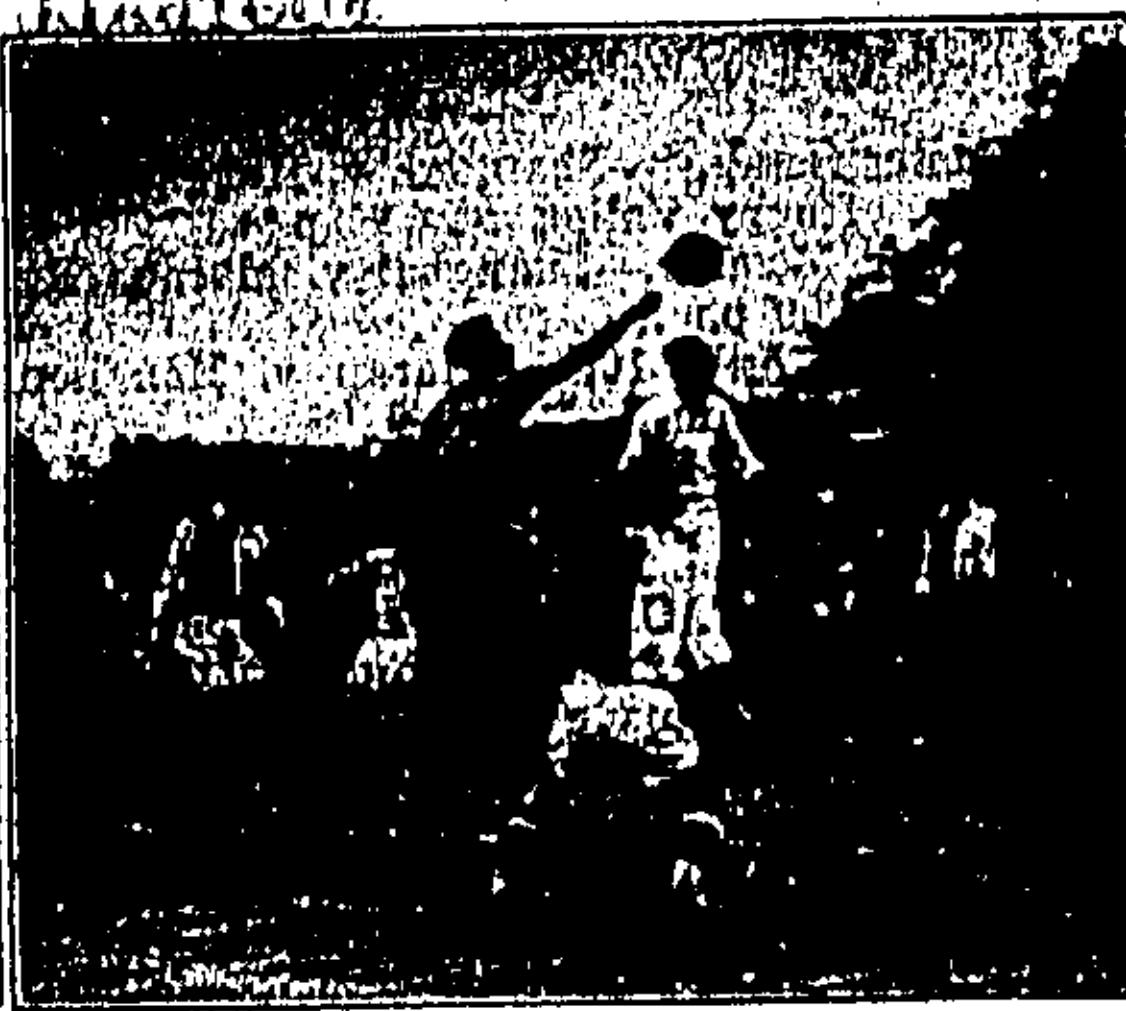
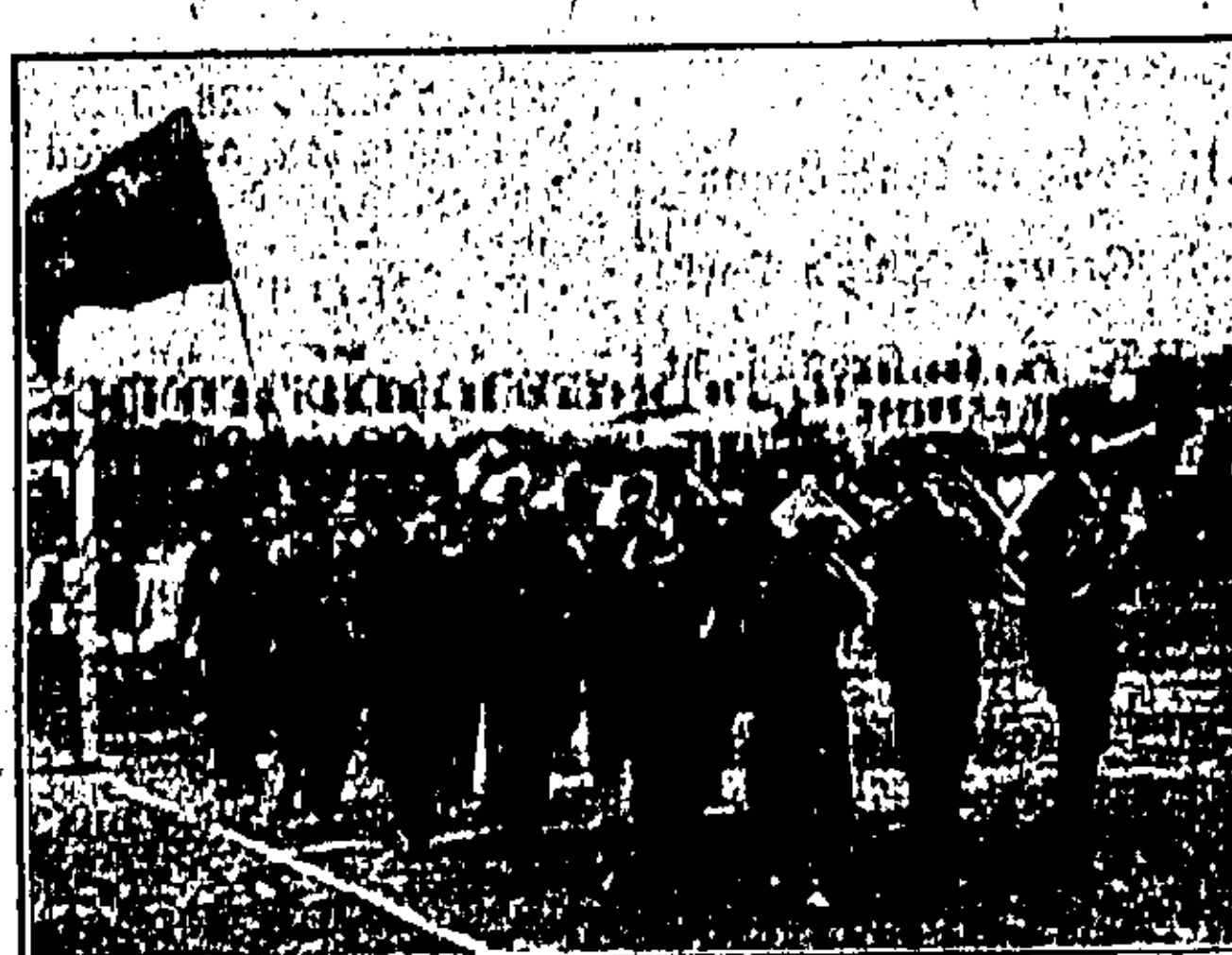
ONLY \$50 TO \$60 AND TWO DAYS LEFT! COME ON, SAM, YOU CAN DO IT!



Impressive scenes were witnessed at the funerals of the three victims of the *Hermes* aviation disaster. Left are seen some of the extremely numerous floral tributes, whilst at right is shown the scene at the graveside. (Photos: Mee Cheung).



Here are seen the Hongkong and Malaya Chinese football teams, who met on Sunday last, the former winning a close game by three goals to two. With them, are a number of officials and supporters. (Photo: Mee Cheung).



Snapshots taken on the occasion of the meeting of the Hongkong and Malaya Chinese football teams. Left and right, the players parading before the match; centre, the Hongkong goalie punching out. (Photos: Mee Cheung).



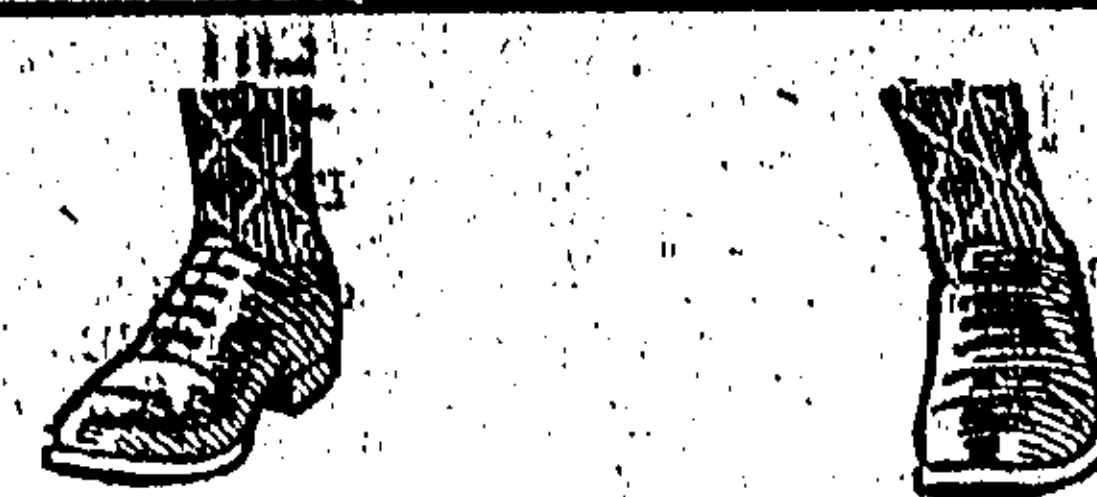
Group taken on the occasion of a banquet given in Canton by Chinese naval officers last Sunday in honour of Vice-Admiral Mark L. Bristol, U. S. Navy. Sitting, from right to left, in order named are Capt. Enoch (S. S. S. Ashville), Mr. Chu Chao-hsin (Minister for Foreign Affairs), Gen. Wong Shiao-hung, Vice-Admiral Bristol, Admiral Chan Chat, and Mr. J. C. Huston (U. S. Consul-General in Canton).



Group taken at the wedding, at Union Church, of Mr. G. S. Rodger and Miss Gladys Ramsay. (Photo: Mee Cheung).



The bridal party at the wedding, at St. John's Cathedral, of Mr. H. G. Babbidge and Miss Gertrude Fullbrook. (Photo: Ming Yuen).



Are you a Plus 4 man?

Plus 4 means for the foot are K shoes with 3 fitting heels and 4 fitting fore-parts. Similarly you can have plus 3 and plus 2 fittings in K shoes—for town wear as well as for golf. People who wear Plus K say they have never known such comfort—plenty of room for the toes and a neat close fit at the heel.

K SHOES

LOCAL AGENTS:

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

"TAIPAN"

LA PERLA DEL ORIENTE

Light
MILD
and
GOOD



Try one
at

Yours Truly
Tobacco Store

22, Des Voeux Rd. C. (Phone: C. 1856).

ERVEN LUCAS

BOLS LIQUEURS

Softness and Mellowness are
their distinctive properties.

Sole Agents.

CALDBECK, MACGREGOR & COMPANY, LIMITED.
(Incorporated under the Hongkong Companies' Ordinances 1911-1915.)
Prinsep's Building (Ground floor.) Telephone C. 75.

WHITEAWAYS

NEW STOCK OF PICTURES JUST RECEIVED

THE "IMPERIAL" PHOTOGRAPHURE
WHITEAWAYS STANDARD VALUE

Beautiful Sepia reproductions of pictures by famous Artists.

Size of pictures about 13 by 20 ins. with 5 ins. white mount.

STANDARD VALUE PRICE \$1.50



A FEW OF THE TITLES.

Hauling in the Nets
To Pastures New
The Fishermen's Rest
A Morning Dip
The Dawn of Love
Declining Day

O Peaceful England
The Road through the Wood
The Seagulls Abode
The Joy of Spring
A Neat Pass
The Crest of the Wave
A Welsh Valley
The Dawn of Love

WHITEAWAY, LAIDLAW & CO., LTD.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The
Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection—

295, 300, 301, 305, 306, 315
344.

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

TUITION GIVEN.

LESSONS IN CANTONESE.—Chinese Teacher, fifteen years experience of teaching Europeans, few vacancies for pupils. Terms moderate. For particulars, apply Box No. 347, care of "Hongkong Telegraph."

MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot, and Charleston. Special attention to stout Ladies who are desirous of regaining their youthful figure. Address—31, Ashley Road, Ground Floor, Kowloon, (Back of Star Theatre).

MISCELLANEOUS.

Mrs. Beten late from Hongkong Hotel Beauty Parlour is giving permanent hair waves in her home at No. 2 Pratt Building, Kowloon. For appointment Phone. K.545.

FOR SALE.

FOR SALE.—7 H.P., A.J.S. Combination, tandem side car. Perfect Condition. Apply Box No. 350, care of "Hongkong Telegraph."

FOR SALE.—Motor Boat, "London" suitable for Pic-nic or shooting party. Reasonable offer accepted. Further particulars, Apply Box No. 348, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—From end of March to October, Peak. One European furnished HOUSE with three bedrooms; electricity, gas and flush. Five minutes from Peak Station. Apply to Box No. 327, care of "Hongkong Telegraph."

TO LET.—Two furnished rooms with bathroom attached including meals with children \$200.00 per month single room with breakfast only \$80.00 per month, excellent service near business centre, Hongkong side. Apply Box No. 349 care of "Hongkong Telegraph."

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Two large furnished rooms with bath room attached including light, gas, telephone. Terms \$40.00 per month. Apply Telephone No. C.380, Mrs. F. Haugland, Burreston House.

NEW ADVERTISEMENTS

ST. STEPHEN'S COLLEGE.

Entrance examination for New Students on WEDNESDAY, April 11th, at 9 a.m. The Summer Term will begin on that day.
For prospectus, for day-boys and boarders, apply.

ST. STEPHEN'S COLLEGE,
Prospect Place,
Bonham Road.

MACAO RACES.

SEVENTH EXTRA RACE MEETING.

SUNDAY, 15TH APRIL, 1928.
First Race 1.30 p.m.

Public Enclosure 40 cents
Members' Enclosure \$1.00

RACE STEAMERS: Special reduced fares Saloon \$5.00 return. Watch Daily Papers for sailing times.

By Order,

S. W. CHENG,
Secretary.

HONGKONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Third Ordinary Yearly Meeting of Hongkong Telephone Company, Limited, will be held on WEDNESDAY the 11TH day of APRIL, 1928, at the Board Room of the Company, SECOND FLOOR, EXCHANGE BUILDING, Hongkong, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors, for the financial Year ended 31st December, 1927, confirming the appointment of three Directors and re-electing two Directors and the Auditors.

The Transfer Books of the Company will be closed from the 4th April to the 11th April, 1928, both days inclusive.
Dated this 20th day of March, 1928.
By order of the Board,
J. P. SHERRY,
Manager.

14, Des Voeux Road Central,
Hongkong.

HONGKONG ENGINEERING AND CONSTRUCTION COMPANY LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that the Sixth Ordinary Yearly Meeting of Shareholders of the Hongkong Engineering and Construction Company Limited, will be held in the Office of Messrs. Shewan, Tomes & Co., St. George's Building, Chater Road, Hongkong, on SATURDAY, the 14th day of April, 1928, at 11.00 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1927, and of electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 8th to the 14th April, both days inclusive.

By Order of the Board,

S. COURTNEY COOK,
Secretary.
Hongkong, 31st March, 1928.

HONGKONG JOCKEY CLUB.

The Third Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday 7th, April, and on Monday, 9th April, 1928, commencing at 2.30 p.m. on both days.

The first bell will be rung at 2 p.m.
The charge for admission to the Public Enclosure will be \$1. per day for all persons including Ladies.

Soldiers and Sailors in uniform half price.
Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis, at \$5 each per day, up to Friday, 6th April, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2 per day. Each member can obtain upon application, to the Secretary, Badges for admission of 2 Ladies free of charge.
Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

THE CHINA LIGHT & POWER COMPANY (1918) LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the office of Messrs. Shewan Tomes & Co., the General Managers of the said Company, St. George's Building, Victoria, Hongkong, on Monday, the 23rd day of April, 1928, at 11 o'clock in the forenoon, when the subjoined resolutions will be proposed as ordinary resolutions, viz:—

- (1) That the authorised Capital of the Company (which is now \$3,000,000 consisting of 600,000 shares of the nominal value of \$5 each the whole of which have been issued) be increased to \$3,600,000 by the creation of 120,000 additional shares of the nominal value of \$5 each ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital.
- (2) That the said 120,000 shares be offered forthwith in the first instance (in the proportion of one new share for every complete number of five existing shares held by them respectively) to the members of the Company who on the 23rd day of April, 1928, are registered in the Company's Share Register as the holders of the said 600,000 shares at par and so that on acceptance of the offer the nominal amount of \$5 due in respect of such 120,000 shares shall be payable as to the sum of \$1 part thereof on the First day of May, 1928, and as to the balance thereof i.e. \$4 on the First day of June 1928.

And further that until such time as the said 120,000 shares shall be fully paid up they shall vis-a-vis the said 600,000 shares only rank for dividend in proportion to the ratio borne by the amount paid up thereon in respect of the nominal value thereof to the full nominal value (\$5) thereof.

And that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by the member on behalf of himself or his nominee will be deemed to be declined and that the Directors be at liberty to fix such time and to extend such time to such date or dates and upon such terms as they may think fit. And further that any of the said 120,000 shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion think fit.

(3) That no shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd shares held by such shareholder.

The Transfer Books of the Company will be closed from Monday the 16th day of April, 1928 to Monday the 23rd day of April, 1928, (both days inclusive) during which period no transfer of shares can be registered.

Dated the 5th day of April, 1928.
SHEWAN TOMES & CO.,
General Managers.

FOR SALE.

ONE COUPLED CORLISS VALVE ENGINE.

In good order and working condition.
Diam of cylinders 16", Stroke 36", R.P.M. 78, 100 I.H.P. each engine.

Apply:—**THE HONGKONG ROPE MANUFACTURING CO., LTD.**

If you want good health Investigate and learn the truth of how Poo On Herbs have cured thousands. No drugs. No Knife. Simply Poo On Chin-see Herbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.
POO ON HERBS CO.,
66, Queen's Road Central,
1st Floor.

NOTICE.

STALL HOLDERS HAWKERS' LICENSES.

The Public are hereby notified that as the pitches available for Stallholder Hawkers' Stalls are now completely taken up further applications for such stalls in the City of Victoria and Taumati will under no circumstances be considered until the next licensing season.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong 6th, April, 1928.

G. R.

Particulars and Conditions of the Sale by Public Auction to be held on Tuesday, the 10th day of April, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Kowloon in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in square feet	Area in Acres	Upset Price
Lot 1	At the junction of the Victoria Road and the Kowloon Road, Kowloon	100 feet by 100 feet	10,000	0.23	\$1,000

BANK-HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of public business on Friday, Saturday and Monday, the 6th, 7th and 9th instant. (Easter Holidays)
Hongkong, 2nd April, 1928.

NOTICE.

NOTICE is hereby given that the practice hitherto carried on by the undersigned C. A. S. Russ as Lee and Russ, will from the 1st April, 1928, be carried on as RUSS & Co. Dated the 28th day of March, 1928.

C. A. S. RUSS,
No. 6, Des-Voeux Road Central,
Hongkong.

HONGKONG & TERRITORIAL ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Monday the 16th day of April, 1928, at 11.30 o'clock in the forenoon for the purpose of considering and if deemed expedient passing as an Extraordinary Resolution the Resolution following, that is to say:—

"That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and accordingly that the Company be wound up voluntarily."

And that John Fleming and Archibald Ritchie, both of "Chartered Bank Building, Victoria, Hongkong, be appointed jointly and severally Liquidators for the purposes of such winding up."

By Order of the Consulting Committee,
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd April, 1928.

GREY & HAWKER.

NOTICE.

As on and from the 1st April, 1928, the undersigned will carry on in partnership under the firm name of GREY & HAWKER the business of the Architectural Department of the Hongkong Realty and Trust Company, Ltd.

Address: 2nd floor, Exchange Building, Des Voeux Road Central, Hongkong.
Telephone No. Central 4413.
Telegrams: "Greyplan, Hongkong."

GEO. W. GREY,
Chartered Architect.
J. BENTLEY HAWKER,
Chartered Surveyor.
Hongkong, 30th March, 1928.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY, the 13th April, 1928, commencing at 2.45 p.m. at No. 3, Kimberley Villas, Kimberley Road, Kowloon, A Quantity of Valuable Household Furniture.

Comprising:—
Teak Hatstand, Chesterfield Couch and Armchairs, Bookcases, Pictures, Ornaments, Curios, Very Fine Carpets and Carpet Runners, Gramophone, Grand Father Clock, etc., etc.

Teak Dining Table, Dining Chairs, Sideboard with Bevelled Mirror, Dinner Wagon, Dinner Service, Glass Ware, Kitchen Utensils, Ice Chest, etc.
Teak Bedsteads with Mattresses, Wardrobe with Mirror Doors, Dressing Table, Marble Top Washstand, Chest of Drawers, Toilet Set, Chamber Stand, etc., etc.

A Quantity of Blackwood Furniture.
On View from Thursday, the 12th April, 1928.

Terms:—Cash on Delivery.
Catalogues will be issued.
LAMMERT BROS.,
Auctioneers.

MRS. SEKAI

MASSAGE

6, Wyndham Street, 1st floor
Hongkong.

TRIANGULAR PORTUGUESE INTERPORT FOOTBALL.

Easter Sunday.—Shanghai v. Hongkong; H.K. Football Club Ground, Happy Valley, at 4.30 p.m.
Easter Monday.—Shanghai v. Macau; Recreio Ground, King's Park, 4.30 p.m.

Tuesday, Apr. 10th.—Macau v. Hongkong; H.K. F. C. Ground, at 4.45 p.m.
Wed., Apr. 11th.—Portugal (Combined Teams) v. Chinese Athletic Association; H.K. F. C. Ground, at 5.00 p.m.

Thursday, Apr. 12th.—Portugal (Combined Teams) v. Rest of Colony; H.K. F. C. Ground, at 5.00 p.m.

Booking for the match on Easter Sunday only (Shanghai v. Hongkong) can be made at the Brunswick House, 17, Ice House Street on Thursday, the 5th instant, and after that date at the Club de Recreio, King's Park. There will be no booking for the other matches.
Price of Admission Covered Stand \$1.00. Booking at Brunswick.
Price of Admission Uncovered Stand \$0.50. No booking.

R. DE SOUSA,
Hon. Football Secretary.

STAR THEATRE

W. R. BANVARD

presents

THE BANVARD MUSICAL COMEDY COMPANY

FOR ONE NIGHT ONLY

FRIDAY, APRIL 13th. at 9.15. p.m.

In

An Entirely New Revue

"HORS D'OEUVRES"

Including items from the latest London & New York musical hits.

PRICES.—\$4, \$3, \$2, & \$1.

Booking at Moutrie's and the Star

NOTICE.

We beg to notify our customers that we will open a Branch Office at No. 143, Wong Nei Chung Road, Happy Valley, on Tuesday, the 10th April, 1928.

THE INTERNATIONAL DRY CLEANING AND DYEING CO.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE—CENTRAL No. 1116. Wing Woo street, TEL. Central 25

CHURCH NOTICES.

Union Church: Kennedy Road, Good Friday, April 6th. Service at 10.30. Hymns, 153, 734, 207, 212. Preacher: Rev. J. Kirk Macdonald. Subject "The Innocence of Christ." Sunday April, 8th. Morning, 10.30. General Service and K.O.S.B. Parade. Hymns, 214, 224, 303, 638. Preacher: Rev. F. P. W. Alexander, C. F. Evening, 5.45. Special Musical Service led by Band of K.O.S.B. Borderers by kind permission of Lt. Col. L. G. Comyn, D.S.O., C.M.G., and Officers. Hymns 254, 215, 223, 663. Soloist: Mr. H. Glover. Organ: Mr. G. E. Longyear. Preacher: Rev. J. Kirk Macdonald.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Are Sin, Disease, and Death Real?" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall.—7, Duddell Street, Sunday night, April 8th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "Why Christ Died." All are welcome.

St. Andrew's Church, Kowloon.—Sunday, 8th April, 1928, EASTER DAY. 7.15 a.m. Holy Communion, 8.15 a.m. Holy Communion, 11.00 a.m. Morning Prayer and Holy Communion. Preacher, The Vicar. 2.45 p.m. Young People's Service. 6.00 p.m. Evening Prayer. Preacher, Rev. C. B. Shann, M.A. Friday, 19th April, 1928, 8.30 p.m. Social Evening arranged by the Vestry.

NOTICE.

"RED HAND" COMPOSITIONS CO., LONDON.

ANTI-FOULING AND ANTI-CORROSIVE PAINTS.

From to-day we have opened our own office in Shanghai, No. 6, Kiu-kiang Road, Phone 68069-70. Fourth Floor. Telegrams "RATH-JENS."

F. C. BANHAM,
Manager in the Far East.
Hongkong, 1st April, 1928.
Agents in Hongkong,
DODWELL & CO., LTD.

NOTICE OF REMOVAL.

We have this day removed OUR OFFICE to Bank of Canton Building, 2nd Floor, Room No. 29 D.

OUR AUCTION ROOM: To French Bank Building Basement. HUGHES & HOUGH LTD. Hongkong, Mar. 30, 1928.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

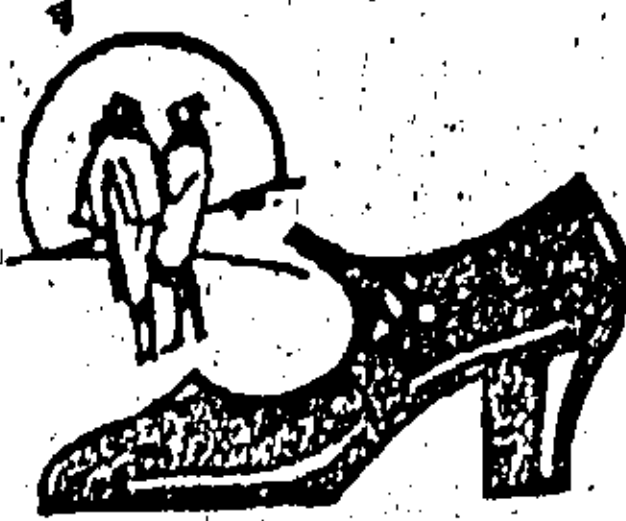
87, Queen's Road, C. 2nd floor.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 81B, Top Floor, Wyndham St
Hongkong.



T. NAKAO

Japanese Shoe Expert.
TORTOISE SHELL BOXES AND
CASES A SPECIALITY.

Hongkong Hotel Building,
Queen's Road Central.



Reiss, Massey & Co., Ltd.

DISTRIBUTORS.

Exchange Bldgs. Tel. C.671

CROSSE & BLACKWELL

FOR QUALITY

Here are three good lines:—

OX-TAIL SOUP,
in 10 ounce tins.**BRANSTON PICKLES.****SANCHOVA.**The ideal fish paste
for Sandwiches.

Obtainable at the following stores:—

Lane, Crawford, Ltd.

Sincere Co., Ltd.

Wing On Co., Ltd.

Sang Lee.

Man Fook Shing.

Wing Tai.

Kwong Yuen Mow.

Kowloon Store.

Hung Cheong.

Star Store.

JUST ARRIVEDFINEST SELECTION
OF BEST**TENNIS RACKETS****SLAZENGER'S**

"Primoris"

"Anderson"

"Egm"

"Meteor"

SPALDING'S

"Gold Medal"

"Balmoral"

"Vantage"

"Claremont"

CALIFORNIA

"Challenge Cup."

Model "A."

Model "B."

"Berkeley."

"Bear."

1928

SLAZEANGER'S & SPLDING'S

TENNIS BALLS.

THE SINCERE Co., Ltd.**THE PRINCE AND
HIS SPEECHES.**THE PREMIER'S RETORT TO
SIR JAMES BARRIE.**AMUSING CONFESSIONS**

The Prince of Wales wittily described his efforts to prepare a speech about Worcester County at the second annual banquet of the Worcestershire Association at the Hotel Victoria which was presided over by Mr. Stanley Baldwin, President of the Association, and attended by more than 500 Worcestershire folk. Sir James Barrie was among the visitors.

Referring to the fact that the Earl of Plymouth had suddenly been called upon to deputise for Viscount Cobham, Lord Lieutenant of Worcestershire, in proposing the loyal toast, the Prince said:

"I will tell you a secret. Lord Plymouth happened to have a very good friend, and that good friend happened to be one of my private secretaries. He did exactly what I do when I find myself in rather a tight corner—he flew to my private secretary for help. But I got in first. (Laughter.)

"In the course of my researches in the last few days," the Prince continued, "I started to jot down some of the things for which your great county is famous. But I began by putting the word 'saucy' right out of my mind. (Laughter.) I was determined that whatever else I did or did not do I was not going to make a single joke about Worcestershire Sauce. (Laughter.)

"In the same kind of way I decided not to say very much about your good River Severn, because it seems to me that its main function is to keep your county almost in a state of permanent inundation. (Laughter.)

Further Researches.

"And then in my researches I remembered having seen a recent reference in the newspapers to a Worcestershire farmer who was reported to have found grass growing on the back of some of his sheep. (Loud laughter.) I was compelled to put that on one side, rather reluctantly, because I thought that would be a marvellous new theme for after-dinner speeches. (Laughter.) But I felt before it was put on the market that it would need a little more investigation, although it obviously points to a corollary—that Worcestershire farmers do not let the grass grow under their feet. (Laughter.)

"My list of a few days back of the noted products of your county was not progressing very favourably, until suddenly inspiration came to me, and I noted down quickly china, cider, cricket, and Lord Coventry—(cheers)—who was playing a prominent part in your county before most of us were born.

"Now the realisation that all of these items began with 'C' suddenly reminded me that, of course, I should have started one letter earlier in the alphabet and I should have headed my list with another product of Worcestershire for which we all have such affectionate admiration—my host, Mr. Baldwin." (Cheers.)

Sir James Barrie.

The toast of "The Visitors" was proposed in the Worcestershire dialect by Earl Beauchamp, who called upon Sir James Barrie to respond in the following terms: "I am glad to see Sir James Barrie ere to-night. E lives so nigh to us at Stoneway that e must have seen a mort of ovr pokes and faeries in Oostershire, so I asks im to speak for the foreigners here."

Sir James Barrie began his reply in a broad Scots dialect, which sent the company into roars of laughter.

"I think it would be just right," he said "for me, after the way you have spoken to-night in your local language, to reply in the way we speak in the North Country, but perhaps it would take too long."

Taking long, slow puffs at a huge cigar, Sir James Barrie continued to speak with a drollery that left his audience divided between laughing at him and listening to him.

"We are intensely glad to be here," Sir James said, "because of the presence of our much-beloved Prince of Wales. (Cheers.) Yet of course, one cannot be quite sure that if he had known we were to be here he would have come." (Laughter.)

Sir James went on to refer to "the dark secret" of Worcester's "Darling Son," the Prime Minister.

"I think it would be best to make a clean breast of it," he said.

"The Prime Minister's dark secret is that he absolutely abominates pipe smoking. It arose out of an unfortunate newspaper mistake, and then all the public liked it, and rather than disappoint them, he goes on smoking this horrible thing...."

Mr. Baldwin's Retort.

"Sir James Barrie was a teetotaler and a non-smoker, too, originally," retorted Mr. Baldwin, res-

**RAJAH'S TOUR
STOPPED.**REASON WHY HE WISHED TO
TRAVEL.**MATERIAL FOR BOOK.**

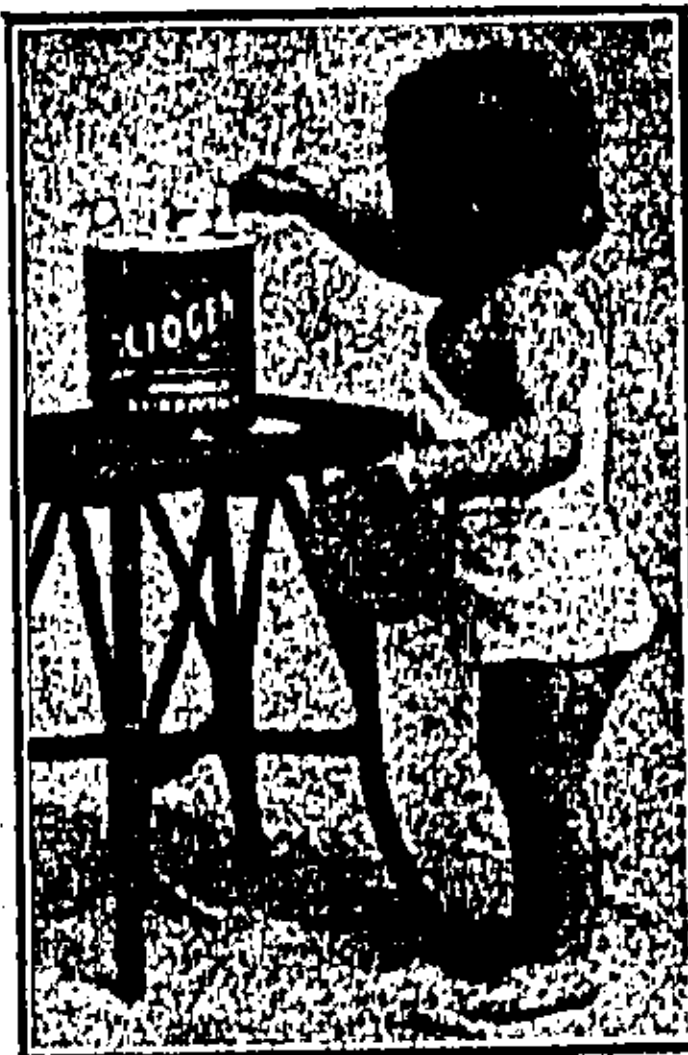
After gaining world-wide attention by reason of his sudden and mysterious disappearance from Calcutta and the subsequent cancellation at Bombay of his passport for England, the Rajah Jai Prithvi Singh, son-in-law of the aged Prime Minister and Maharajah of Nepal, has returned to the seclusion of his palace at Bangalore. His own explanation of his actions is as follows:

"What really happened was this. I have been privately working with the help of a scholar, a philosophical book on humanism, which deals with several aspects of human life and knowledge.

"As the work was nearing completion, and as incident after incident showed how communalism, religious fanaticism, racial hatred, and national ill-will were causing suffering to humanity at large, an idea developed in my mind to start a public institution with the object of allaying that suffering.

World Tour.

"It was considered necessary to get into touch with the psychic, philosophic, and scientific institutions in different parts of the civilised world, so with this idea coupled with a desire to take opinions on my book, I made up my mind to go on a tour of the world, but the people of my country do not, and would not, allow any member of the Hindu

A BONNY BABY.

Kenneth Walter Stone, aged 1 year and 3 months, of 18, Ventris Road, Happy Valley, is indeed a bonny baby, having won two first prizes at baby shows in England.

community belonging to the kingdom of Nepal to deviate from the laid-down rules and customs of the Hindu religion.

"To travel by sea to far-off lands and to partake of food prepared by other than high-caste Hindus is regarded as violating the customs of religion.

"Though in principle I am as much a Hindu as any among them, yet religious bigotry or fanaticism is inconsistent with my views. Hence there was only one of two alternatives left me to carry out my mission.

"One was to ask the permission of his Highness the Maharajah, the Prime Minister of Nepal, and the other was to slip away quietly without letting anybody know. I chose the latter course, and got away from Calcutta without giving the least hint to anybody of my movements.

"To Serve Humanity."

"I must admit that his Highness is certainly a better judge than myself to decide whether Nepal is mature enough for the raising of restrictions at the present moment or not, but I am making a personal affair of it, and as I have been living out in India for the last 14 years, my actions should not affect the Nepalese public in any way.

"I hope to come to some understanding with his Highness soon to leave India. Without such an understanding it would not be desirable, even to me, to do so.

"To show my genuine desire to serve humanity in my own crude way, I intend to open a humanistic club soon, the object of which will be published later; though I feel that it cannot be as well organised now as it would have been after my return from a tour of the world."

ponding to the toast of "Our President."

"In his early days, he wrote a story, or an essay, which ran round the world, and was called 'My Lady Nicotine.' An enterprising tobaccoist felt there were possibilities of advertisement there, and wrote to Sir James Barrie, and asked him what was the original of the 'Arcadian Mix-ture.'"

Sir James, Mr. Baldwin declared, gave the name of the first tobacco advertisement he saw in the street, the fame of the tobacco named was made, and for very shame he had been compelled to smoke a pipe ever since. (Laughter.)

**The Care of the Young.**

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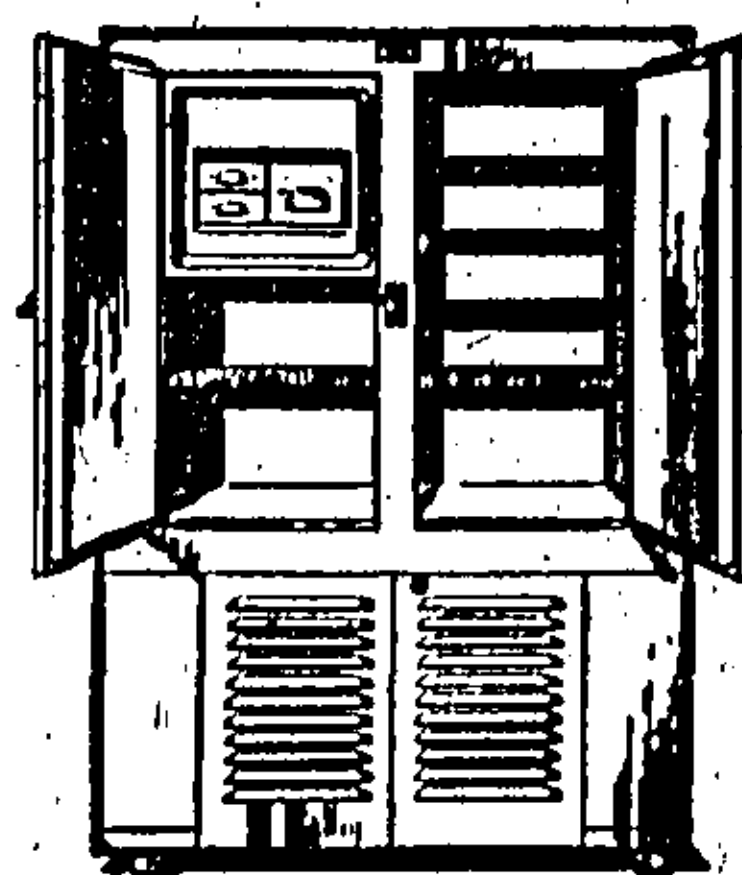
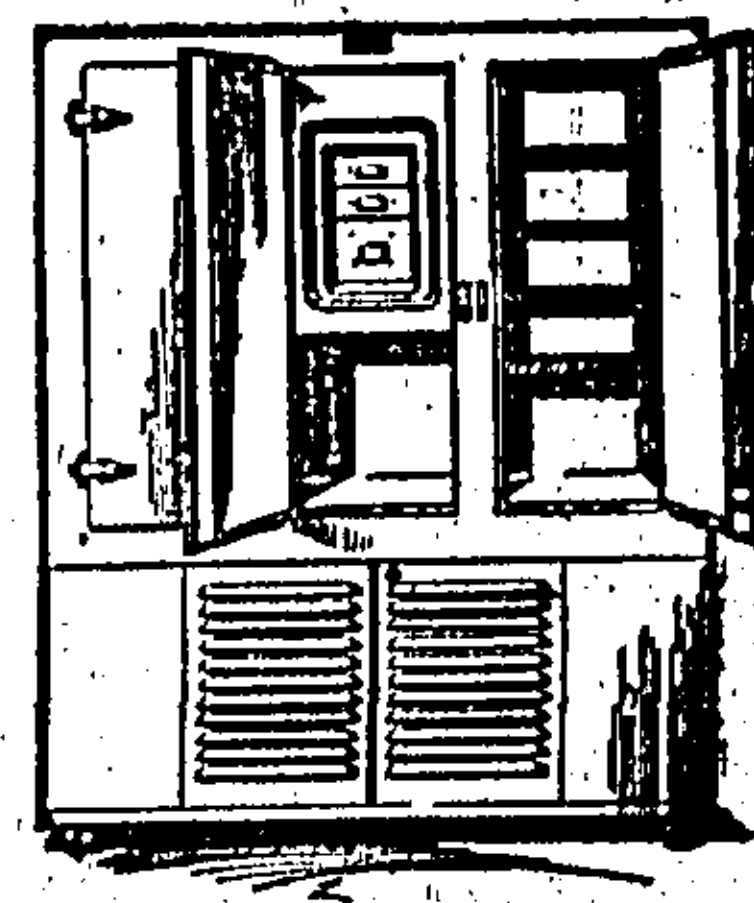
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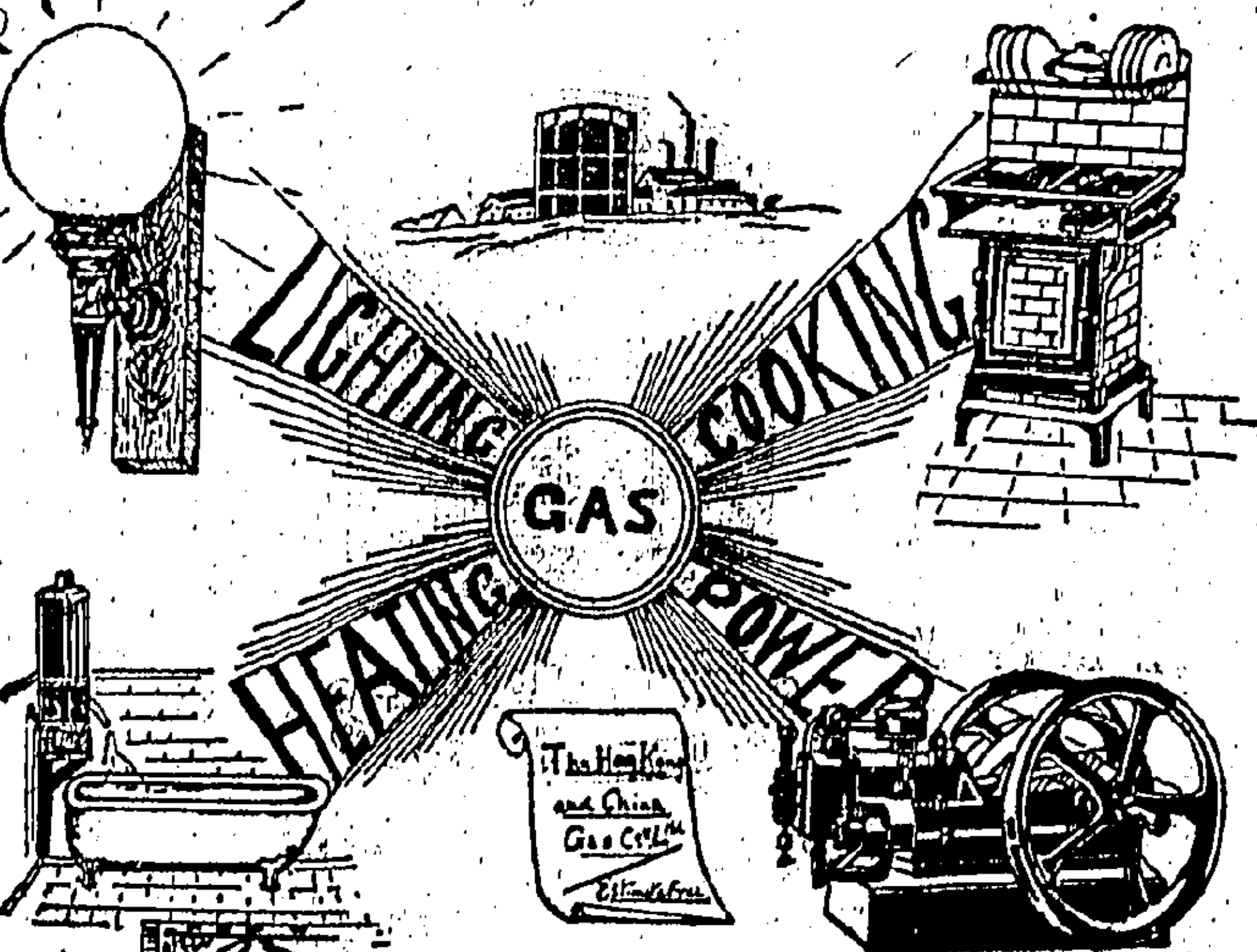
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**A SINGLE AUTHORITY.****POLITICAL READJUSTMENT IN GERMANY.**

The tendency towards the re-organisation of the political structure of Germany, i.e., the attempt to convert the country from a federal to a unitary state, to centralise its administrative apparatus, and to transfer the functions now exercised externally and internally by the government of the eighteen separate states of which it is composed to one single authority common to all, dates back to the closing period of the Middle Ages.

This fact alone may be taken as an indication of the difficulty of the problem thus created, and the conflicting views held in respect of nearly every human interest—no matter whether they are prompted by idealistic aspiration, traditional privileges, economic considerations, historical or cultural associations, or selfish motives—enter into play so as to complicate the situation still further.

The whole question has recently come to the forefront of public attention again by the letter which the Agent for Reparation Payments addressed to the German Government and by the conference of the Prime Ministers of the German federal states.

It would be a mistake, however, to assume that a radical reorganisation on the lines referred to would result in the saving of large sums now spent for administrative and other purposes. That the administrative apparatus ought to be simplified is obvious, but the amounts that can be saved in that way will not be large enough to make any difference to the national budget.

Associations.

Another mistake would be to assume—as is sometimes done—that the problem with which Germany finds herself confronted is identical with certain corresponding problems affecting other countries. In France, for instance, there is a very close organic connexion between the various provinces, and the one known as the Isle de France is the natural political and economic centre of the country. A centralised state system, therefore, conforms to the special requirements of the French nation. Conditions are similar in Russia, where the Bolsheviks—by choosing Moscow for the capital of the country—evinced a deep psychological insight into the needs of the Russian state.

In Great Britain, on the other hand, conditions are such as to demand a certain compromise with decentralising tendencies, and this is the case to a much greater extent in Germany.

The geographical character of the various parts of which the country consists is very different: Northern Germany is a huge low-lying plain, Central Germany is predominantly a hill country, and South Germany is mainly an elevated plateau intersected by a number of mountain ranges, including a share in the Alps.

Five large rivers whose courses are more or less parallel to each other divide the country into districts that exhibit considerable ethnological differences.

All these geopolitical facts and the economic differences resulting from them must be taken into account in connexion with any scheme of reorganising the political structure of Germany. To ignore them, would mean to base the whole work on an unnatural foundation. Much has indeed been gained already in the course of little more than a century. This becomes evident when we remember that Germany, during the early years of the past century, consisted of nearly two-hundred territorial units; and that even the German Empire founded in 1871 was composed of twenty-five states and one imperial province; whereas at present there are only eighteen federal states altogether.

Population Distribution.

Prussia, the largest of these, contains 61 per cent. of the entire German population. The seven states of medium size claim another 34 per cent. whilst the remaining ten states comprise the rest of the population—less than five per cent.—between them. The fantastic disproportion revealed by these figures is the main reason why the problem before Germany is so very difficult, the principal contributing factor being the overwhelming preponderance of Prussia over the other states.

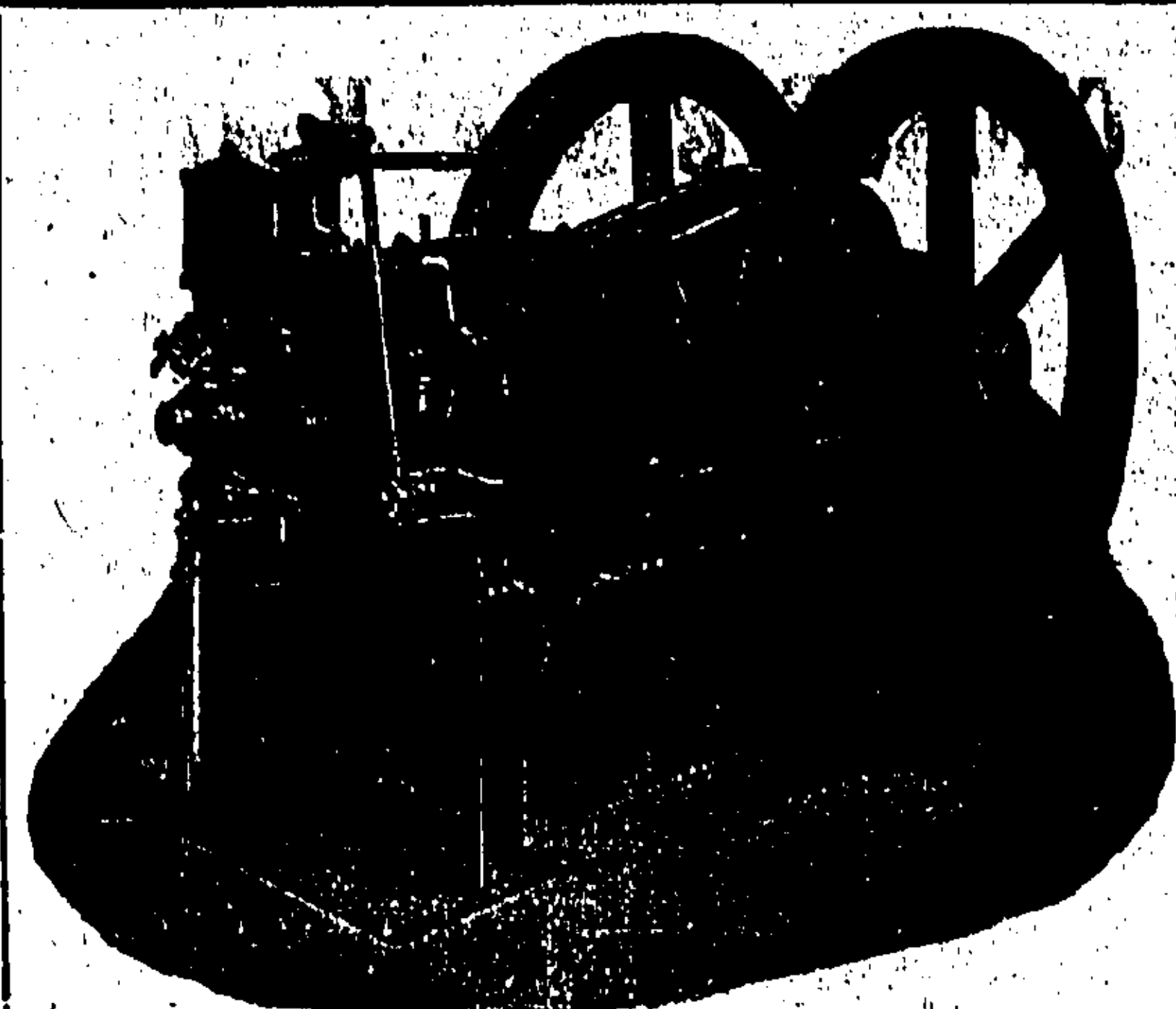
Numerous suggestions have been advanced to reduce this preponderance of one single state to smaller proportions. Seeing, however, that some of the smaller states, owing to the cost of their administrative apparatus, are seriously considering amalgamation with Prussia, and that this will probably come to pass in the not so very distant future, the question of the reorganisation of Prussia has at the same time become a question of reorganising at least the northern portion of Germany. This, again, involves the danger of a hegemony of North Germany over Southern Germany—a possibility by no means cherished by the latter—and, therefore, even a risk of internal conflicts which, however, must be prevented at all costs. An important consideration in connexion with the whole problem is also the amalgamation of Austria with Germany. This idea, of course, is not yet within the realm of practical politics, but every German is convinced that it will and must be realised some day in the future. The practical accomplishment of this amalgamation will naturally be made more difficult if the process of centralisation is carried on too far before it has been achieved.

Resolution Passed.

It is evident, therefore, that very little can be done for the present in order to make headway with the problem under review. This conviction has been given expression to by the resolution passed at the conference of Prime Ministers already alluded to, which reads as follows:

"The national Government and the representatives of the federal states record their conviction that the adjustment of the relations between the Reich and the states as brought about by the Weimar Constitution is unsatisfactory and calls for a 'thorough re-consideration.'"

The resolution proves that all the political groups in the country have acknowledged and emphasised the necessity for an alteration of the structure of the country. There is, however, much divergence of opinion as to the methods to be adopted. The parties and groups of the right think that the problem should be solved by altering the present federal relationship between the Reich and the states, whilst the parties of the left propose to proceed along the road that leads to the unitary state as contemplated by the authors of the Weimar constitution. The industrial and business sections, at any rate, are united in their demand that, for financial reasons, centralisation in one form or other should be resolved upon, and even the Reichslandbund—an organisation with marked conservative leanings—has subscribed to this view. History, however, has shown that schemes of political reorganisation have always been dependent for their practical introduction upon some unusual political situation and upon the presence of some highly gifted statesman able to carry them into effect. No one is able to predict at present the lines along which future development will take place. It is safe to say, on the other hand, that the movement discussed in this article will continue in existence until its main object, i.e., a cardinal reorganisation of the present political structure of the country, has been achieved.

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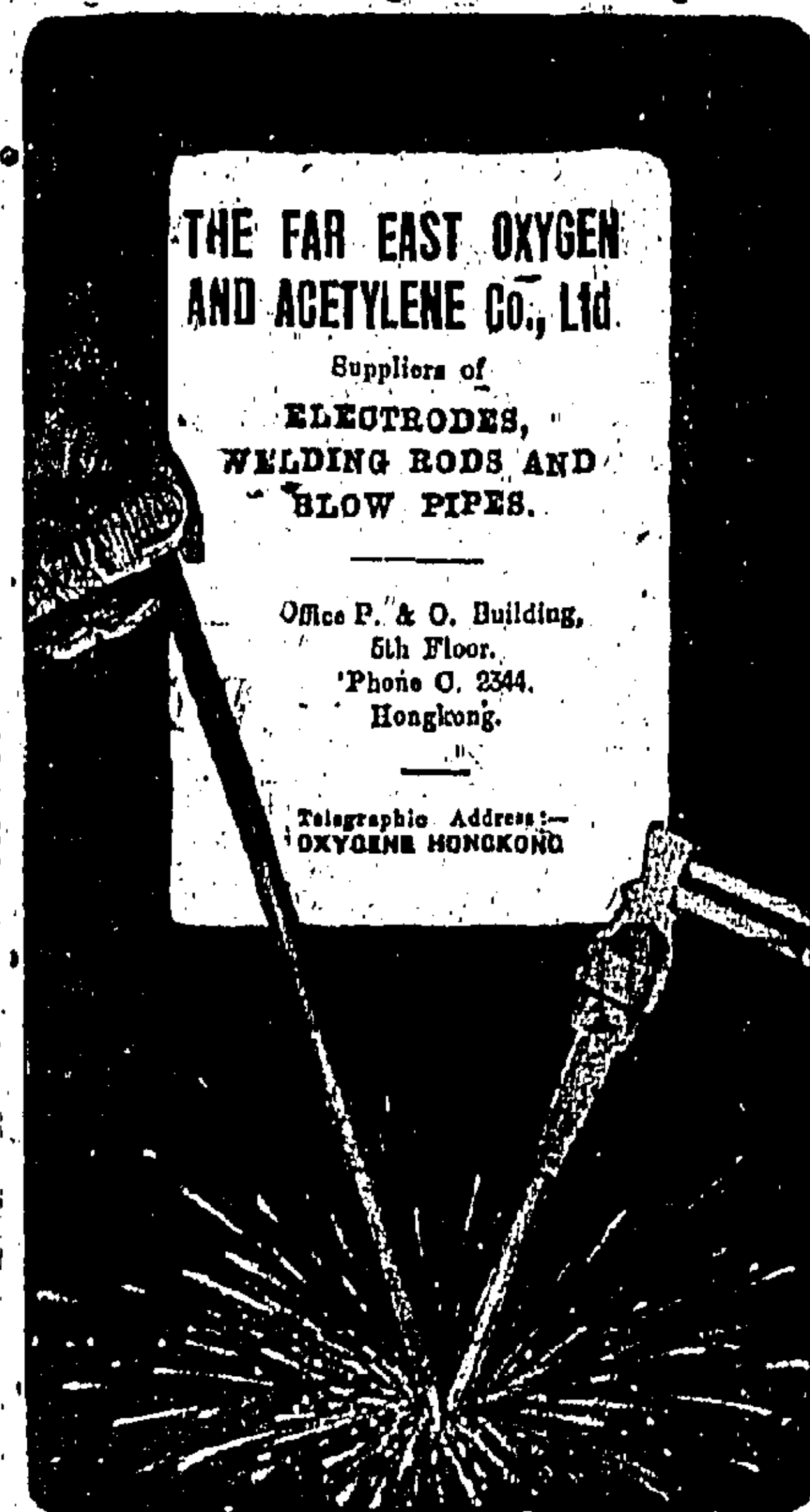
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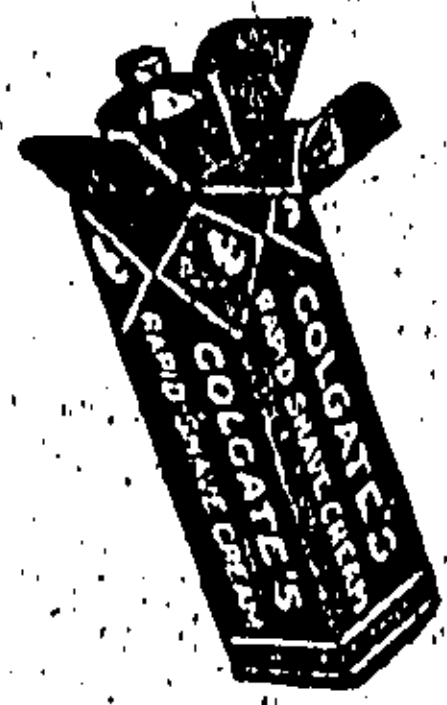
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FAMILY'S UNCANNY EXPERIENCE.

REPEATED FALL OF 19 PICTURES.

Considerable attention has been given of late to weird happenings attributed to psychic causes in more than one part of the country, and now from Ross-on-Wye, Herefordshire, comes information of occurrences which have caused a well-known and recently bereaved family to leave their home and to take refuge with friends.

At the end of February two Ross youths lost their lives in a motor-cycle collision. One was Ronald Dazeley, of Candor-villas, Ross-on-Wye. Since the accident his mother has been prostrate with grief, and the services of a nurse from the Ross Cottage Hospital were obtained.

In the early part of March the family were disturbed by no fewer than 19 pictures falling from the wall at midnight. This continued night after night for three or four nights, when, before the family had retired to rest, Mr. Dazeley and one of his sons took down all the pictures in the house in order to gain some sleep.

On the following morning, to put the matter further to the test, they re-hung the whole of the pictures, thus ascertaining that the cords were in good condition and each cord was wound round the hook several times. They then went to church. On returning they discovered that the pictures had again fallen down in their absence.

Bed-Sheets Tied.

Among other peculiar happenings curtains have been torn from the windows; candles have jumped from the candlesticks and broken in two pieces; and a glass dish has jumped on to the floor.

One Sunday evening Mr. Dazeley and others attended a service, leaving his wife in the house with other friends. These friends had placed their hats on a bed in an upstairs room. When they went up later they found that the sheets had been turned in, corner to corner, and tied, and there were impressions on the bed as if someone had been sleeping there.

There was a culminating shock that night, when the nurse went into the kitchen to make some tea. Upon entering the room she was heard to scream and to drop the teapot, and when she came round she told the family that she had seen Ronald, the dead boy, standing in front of her. The nurse was so upset by the incident that the matron of the hospital has sent her away on a holiday, and she is now staying with her parents.

Mr. Dazeley has decided that for his wife to remain longer in the house might have serious consequences, and the family are now guests of friends in the town.

MR. MACDONALD ON THE ELECTIONS.

"STRUCK RATHER A BAD PATCH."

A POORER PARTY.

Mr. Ramsay MacDonald, speaking at the annual dinner of the London Area Council of the National Union of Clerks at Balfour House, E.C., said the Labour movement was, perhaps, the greatest marvel of our generation.

"It is perfectly true," he went on, "that at the moment we have struck rather a bad patch. We cannot help that. I was looking at a list of the by-elections which I keep at home and I find that during the last twelve months in all the by-elections we have only had one good one from the point of view of the constituency. There was only one constituency concerned we would have chosen for a fight if we had had freedom to choose."

"There was a second one where, perhaps, we had a sporting chance, but in all the others we went into battle not only foredoomed to failure, but almost foredoomed to a very bad failure."

"Do not think that the result of the recent by-elections is an indication of how the great tide, from John O'Grady to Land's End, is flowing in regard to the Labour Party. Our party has more power in the country than ever it had."

"It is quite true we are poorer now than ever we were before. The Trades Union Act has settled that for us. It is more difficult for the Labour Party now to get £1 to enable it to fight its election battles than it was two years ago to get £10."

"We all like fair play. The political party which has done this to embarrass us financially can go into the market to-morrow and sell an earldom, and from that get more money than we shall be able to raise from the whole trade union movement in two years."

"It is not fair. It is not just. It raises the enmity of every decent man and woman in the country. In spite of this handicap and unfairness," Mr. MacDonald added, "we will fight when the General Election comes, and we will show them what we can do. (Cheers)"

"Considering that the first Labour Government was a pioneer Government, and that its Ministers had had no experience in office, it did remarkably well. The second Labour Government can never be like the first."

HISTORICAL VALUE DISPUTE.

PROPOSED PURCHASE OF A CLUNIAN PRIORY.

Barnsley Corporation propose to purchase Monk Bretton Priory as a housing site and intend to preserve its remains. The owner is asking £20,000. An expert assesses the historical value at £11,000.

The Corporation offered £5,000 for the farm buildings and land, and Mr. Charles Fox, architect, of Halifax, giving evidence before the Official Arbitrator, said the remains of the Priory had no outstanding architectural features. He placed the sentimental and historical value at no more than £500.

Mr. Stewart said the Corporation were willing to pay a fair price for the property, but objected to being asked a fantastic one.

The remains are those of a Clunian Priory, established in 1157, so called from Cluny or Clugny, in Burgundy, where was founded, in 910, by the Duke of Aquitaine, the famous Benedictine Abbey. In time it covered Europe with its affiliated foundations. In England the extension of the Order dates from the Conquest, the priory of Lewes (1077) becoming the chief of the numerous foundations established.



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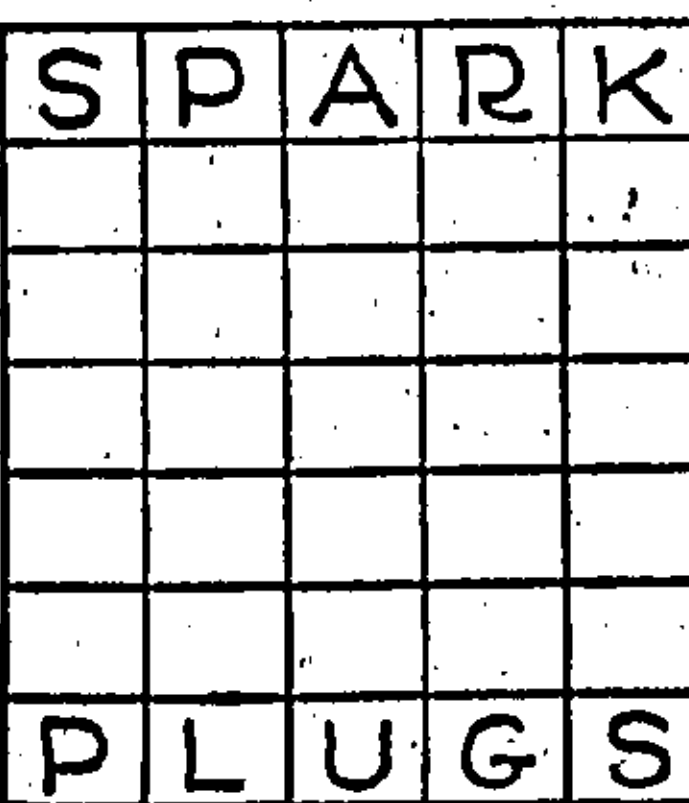
Engineers have dumped thousands of tons of earth into the Santiago volcano in the hope of permanently extinguishing the burning sulphur bed.

Small square islands with electrically heated metal foot-plates, for traffic policemen to stand on in cold weather, have been installed in Riga.

Black sand containing gold is found after every westerly wind on some of the beaches on the west coast of the South Island, Zealand.

The malarial parasite is so small as easily to inhabit the interior of a human red blood corpuscle, of which five million are normally contained in about one-sixth of an average drop.

LETTER GOLF.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEN, HEN.

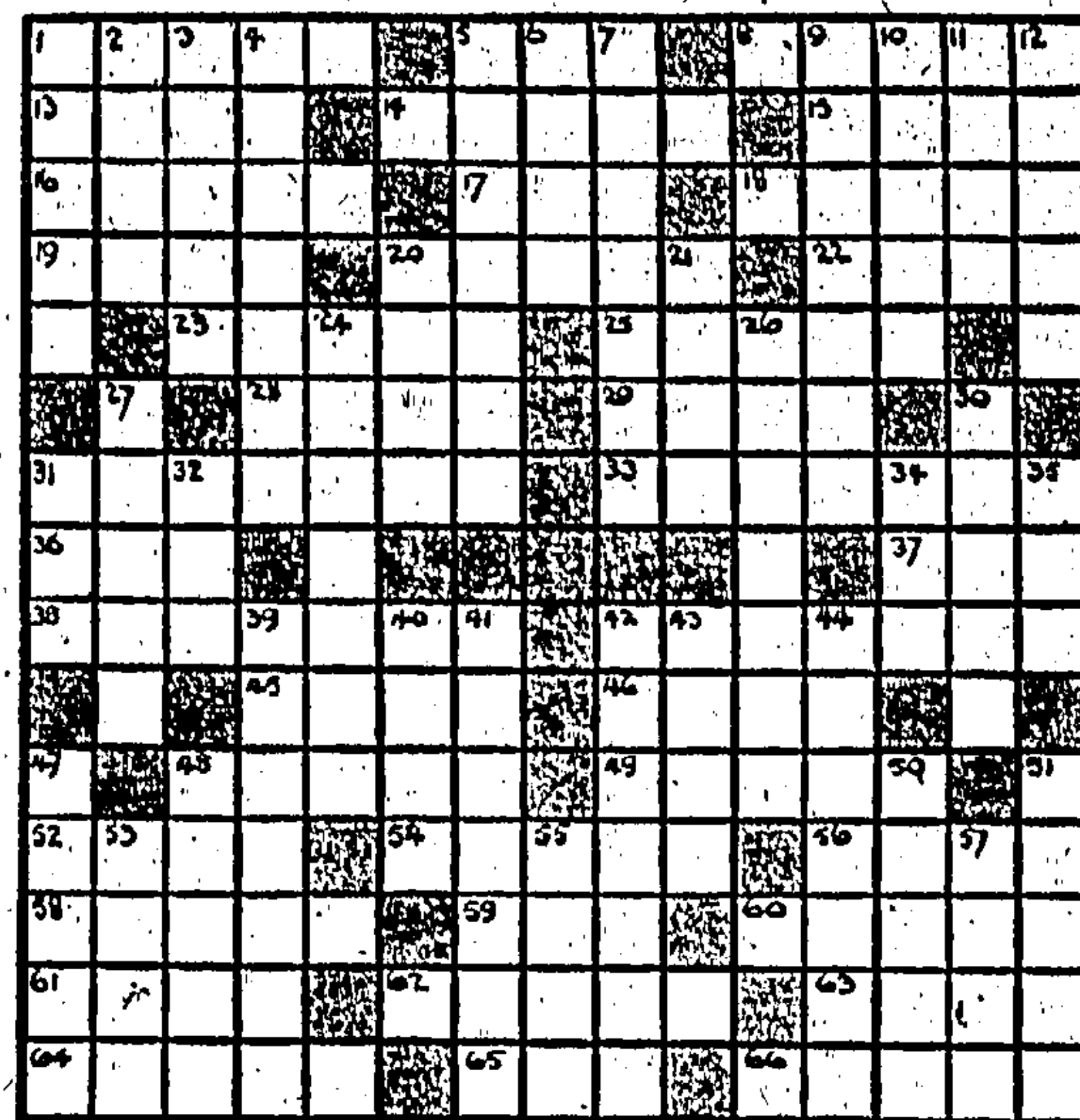
2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

OUR CROSSWORD PUZZLE.



Across.

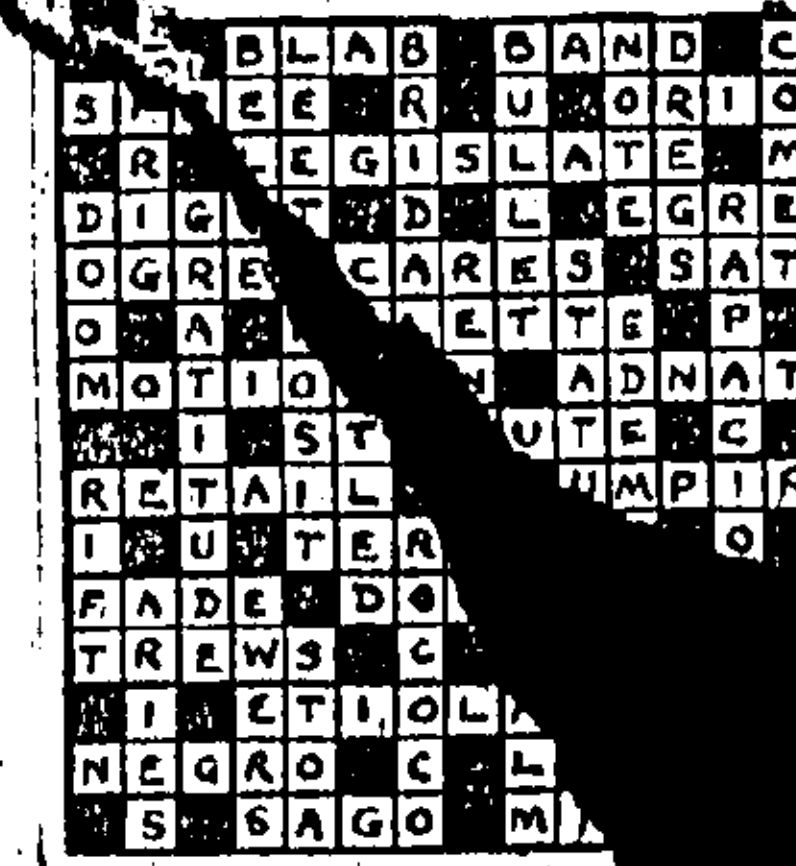
- 1 Loiterers.
- 5 Flying mammal.
- 8 Egg-shaped.
- 13 Wicked.
- 14 Well grounded.
- 15 Gem.
- 16 Stone worker.
- 17 Female.
- 18 Loss blood.
- 19 Jar.
- 20 Inactive.
- 22 Walking stick.
- 23 Musical composition.
- 25 Hoarse noise in the throat.
- 28 Measures of length.
- 30 Work for.
- 31 L. reactions of motions.
- 33 Plant intermediate between mosses and ferns.
- 35 Effect with pain.
- 37 Unit.
- 38 Languages.
- 42 Make more sh.
- 45 Gaelic.
- 46 Shave.
- 48 Jewish calendar month.
- 49 Established succession.
- 52 Become enlarged in bulk.
- 54 Furious.
- 55 Conflagration.
- 58 Lightning.
- 59 Indian sesame.
- 60 Sit again (Parliamentary).
- 61 Delightful region.
- 62 Strobiluses.
- 63 Vascular network of vessels.
- 64 Cloth.
- 65 Colour.
- 66 Donkeys.

Down.

- 1 Acid Fruit.
- 2 Famous cricket ground.
- 3 Lateral division of a church.
- 4 One that floats.
- 5 Want of good qualities.
- 6 Plant of same order as Lily.
- 7 Male hawk.

- 9 Mountain that throws out lava.
- 10 On the point.
- 11 Taken (Poetical).
- 12 British tree.
- 20 Unoccupied.
- 21 Kind of salver.
- 24 Long loose overcoat.
- 26 Enclosure for fruit trees.
- 27 Watered silk.
- 30 Used for sharpening.
- 31 Public conveyance.
- 32 American tree yielding rubber.
- 34 Small smart sound.
- 35 Cave.
- 38 Surveying.
- 39 Ex-emperor of Russia.
- 41 Member of a senate.
- 42 Ruined.
- 43 Firm.
- 44 Reefing-jackets.
- 47 Side glances.
- 48 Not over.
- 50 Elevates.
- 51 Measures.
- 53 Advice.
- 55 Slender stem.
- 57 Religious ceremony.

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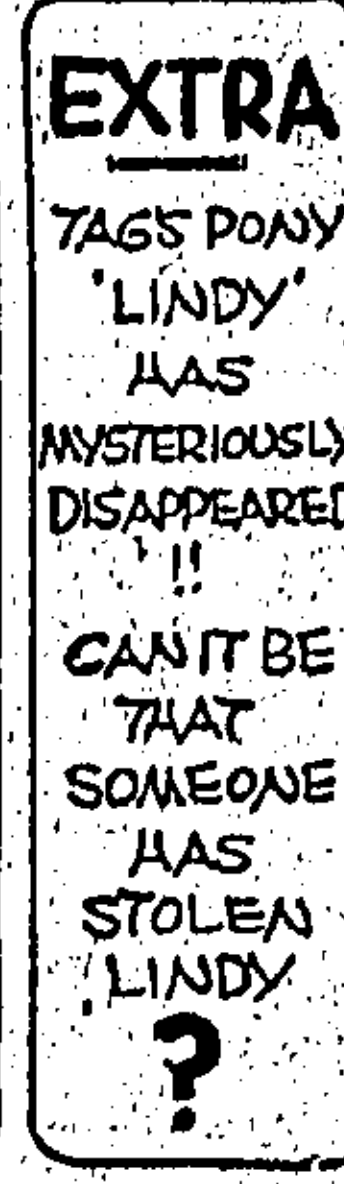
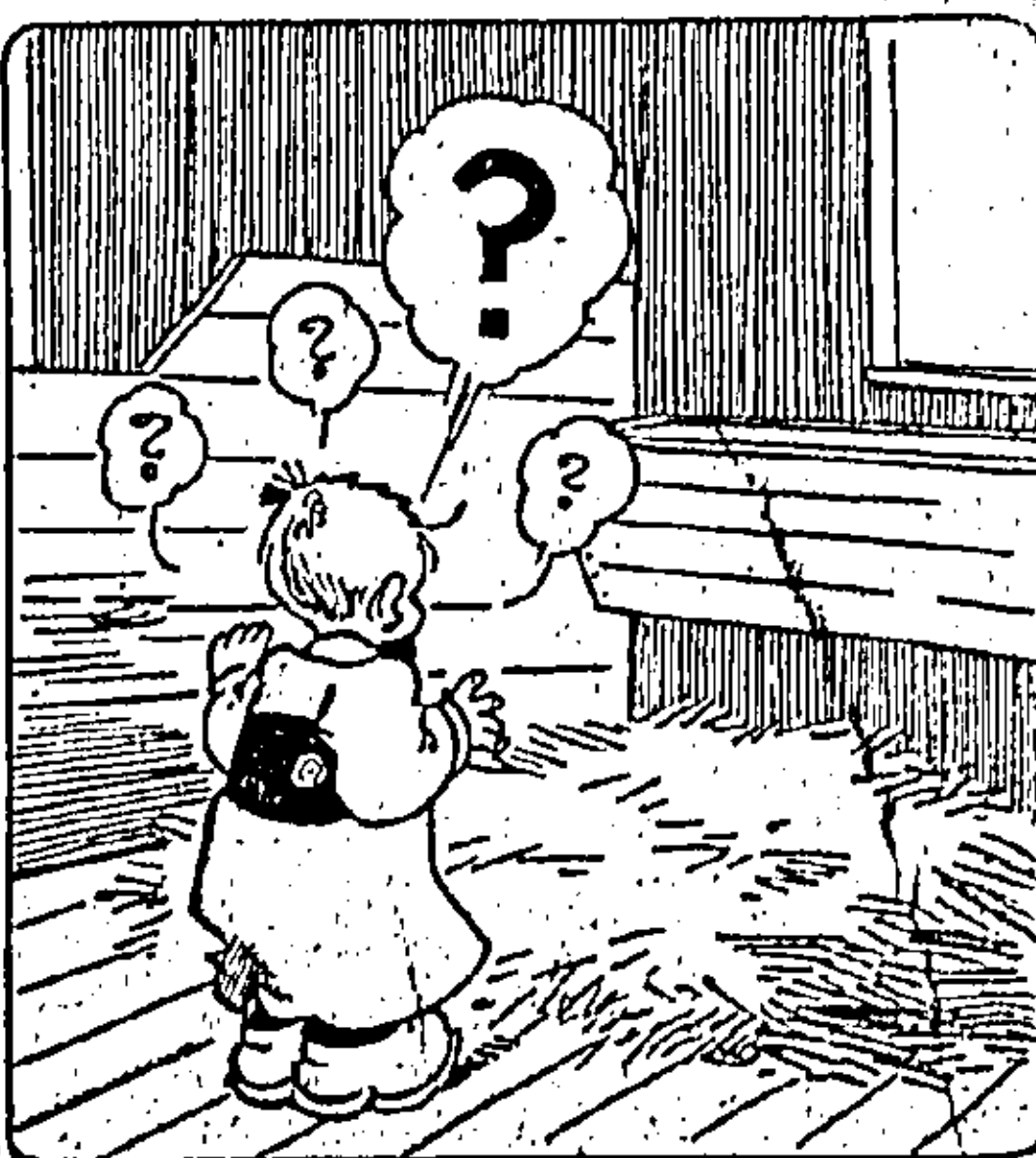
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16/19 CONNAUGHT ROAD, C.

ENGAGEMENT.

The engagement is announced of Mr. David Loie, Assistant Analyst Government Laboratory—only son of Mr. and Mrs. T. F. Loie of Melbourne, Australia, to Miss Katherine Chan, eldest daughter of Mr. D. Chen See, director of the Sincere Company, Hongkong.

The Hongkong Telegraph.

SATURDAY, APRIL 7, 1928.

GOVERNMENT OFFICES.

We are afraid that the Finance Committee of the Legislative Council is apt to approve rather automatically the votes which come before it when it meets. This thought recurs to us in connection with the sum of over a lakh of dollars voted on Thursday for the construction of an additional storey on the Colonial Secretariat building. It may be, of course, that Unofficial members of the Council had previously been consulted on the matter, but the scheme was certainly not known to the public before the meeting of the Committee met. In any event, we should have thought the vote would not have been approved until the wisdom of embarking on the project had been thoroughly ventilated. As it was, only one brief question was asked on the subject, which brought an official assurance that the cost of the work and the renting of temporary quarters during construction would not be likely to exceed the amount asked for.

Ten thousand pounds sterling is a large sum of money to be paid out for an addition to an admittedly old building, the more so when we are told that the extra accommodation will not suffice for more than fifteen years, and possibly less, at the utmost. The time has come, in our opinion, when the whole question of Government office accommodation should be probed and some estimate made of future requirements. To do this, long vision is needed, for this Colony has too long suffered from the policy of looking only a relatively few years ahead. Within recent years, big sums of public money have been swallowed up by the provision of the P.W.D. building adjacent to the Colonial Secretariat and the spacious seven-storey block in Des Voeux Road, and yet in spite of the extra accommodation

thus provided, we are again met with the cry of insufficiency of room. The latter building, of course, is a permanency and should last for a great number of years, but it is already full to overflowing. The paucity of accommodation was well illustrated recently when, in order to cope with an increase in the Marine Surveyor's staff, premises costing \$400 per month had to be rented. The P.W.D. building, which only provides office-room for a few of the sub-departments, is admittedly a temporary building, yet it cost over \$114,000 to erect. How long it is supposed to last, we do not know, but in any case, the splitting up of the Department into two different blocks is not by any means ideal, and we presume that the time will come when the Council will be asked to approve of votes for further building.

It is when we come to consider facts like these that the impression gains strength that this method of providing accommodation by temporary expedients and by additions to old buildings is not the best that could be adopted. In point of fact, Hongkong very badly needs a big new block of Government offices, commensurate with the present and future needs of the Colony. The present Colonial Secretariat, one of the oldest buildings we have, is by no means the imposing structure it should be as Government headquarters, and any amount of patching up, or adding to, will not make it so. We doubt, also, whether the new scheme for an additional storey and the renting of the temporary offices will be found possible at the estimated cost, because Government estimates are usually rather on the conservative side than otherwise. We need only cite the cost of the P.W.D. building, already mentioned, to support that statement. The original contract for that work was \$67,260; the actual sum expended was almost double that figure. Good intentions notwithstanding, these things do happen.

The Premier's Bombshell.

Few were prepared for Mr. Stanley Baldwin's complete disavowal of the rubber restriction scheme, involving the decision totally to abolish the regulations within seven months, and we do not wonder that the shock of the announcement has seriously affected the market. Cabinet Ministers do not indulge in rubber investments, or we suspect that more careful scrutiny would have been granted to the immediate effect of the momentous decision, that a longer period of grace, or more sensibly, a system of gradual abolition, would have been introduced for the benefit of the thousands of investors with interest in the rubber industry. On that score, and that alone, the announcement is subject to serious criticism, but the broader view compels us to admit that, economically, abolition is the only sound proposition. The restrictions have artificially bolstered up prices, but the Dutch interests with freedom of output have secured a far greater measure of satisfaction than the owners of efficient estates in Malaya and Ceylon, while the speculative growers who have not found opportunity to consolidate their position while the restrictions have been in force, cannot now complain if they go to the wall. The British industry will once again be in a position to secure world supremacy in rubber production, and will have a powerful lever to fall into line with their ideas on price stabilisation at a figure which will return a fair profit to the growers. We do not fear with Sir Robert Hutchison that unemployment will be created in Malaya. On the contrary, the efficient estates will be able to work the big reserves which must have developed with the output limited to sixty per cent. The immediate outcome will be the maintenance of prices at a low level, but it is generally found that the cycle of such cases resolves in such a way that increased consumption automatically follows, and we think the man-in-the-street will be induced to buy real rubber articles whereas formerly a comparison would have satisfied. The Government procedure has throughout been undeniably precipitant but ultimately things will work out for the best.

The annual dinner of the members of the Queen's College, Old Boys' Association will be held in the hall of Queen's College, on Saturday, April 14.

DAY BY DAY.

THE EFFECT OF VIOLENT ANIMOSITIES BETWEEN PARTIES HAS ALWAYS BEEN AN INDIFFERENCE TO THE GENERAL WELFARE AND HONOUR OF THE STATE.—Macaulay.

Miss E. G. Tate and Miss J. F. Seales were recently appointed nursing sisters to Hongkong.

The Colonial Secretariat notifies that quarantine restrictions have been imposed against arrivals from Surabaya on account of plague.

Four men armed with daggers, carried out a robbery at 314, Shanghai Street on Thursday afternoon, escaping with a haul amounting to \$100.

Struck by the hook of a crane, at the Kowloon Godowns, a cargo-coolie was removed to the Kwong Wah Hospital on Thursday suffering from a wound in the arm.

The Praya East reclamation is in a further stage of evolution. The unsightly coolie sheds near Heard Street are being removed, and outlines of new streets are appearing.

To-morrow's programme at the Queen's Theatre will include the latest Felix cartoon, "Felix in Blunderland." The feature film will be the mystery comedy-drama "Whispering Wires."

Mr. W. W. Hornell, C.I.E., Vice-Chancellor of the University, has left for Macao where he will give a lecture at the Macao Club this evening on the subject of the Hongkong University.

Subsequent to the annual inspection of the Police by H. E. the Governor on the Murray Parade Ground at 4 p.m. on April 17, Captain and Mrs. E. D. C. Wolfe will hold a reception at the Hongkong Hotel.

Lady Miles Lamson is shortly returning to China by the Trans-Siberian route. Heavy bookings are reported over this quick route from Europe to the East, and it is satisfactory to know that the arrangements are working satisfactorily.

About 9 p.m. on Thursday the Central Fire Brigade received a call from York Buildings, but on arrival it was found to be a false alarm, the burning of waste paper on the staircase at the rear of the premises giving rise to the call being put through to the Brigade.

Mrs. White, living at 32, Seaview, Wanchai Road, was injured in a motor-car accident yesterday. She was knocked down while going along Queen's Road East, by a public car, No. 422, and received injuries which have necessitated her admission to hospital.

Replying to a question in the House of Commons recently, Mr. Samuel stated that neither Mr. Gregory nor Mr. O'Malley, who were involved in the frames case, would be entitled to a pension. It will be recalled that Mr. Gregory was dismissed and Mr. O'Malley permitted to resign.

Capt. Robert Dollar, head of the Dollar Steamship interests accompanied by his wife, and two grandchildren are to visit Manila in June on a six months tour of the world, according to dispatches received announcing his departure on the President Taft from San Francisco on March 31.

An office-boy in the employ of the Nestle Milk Company, was found lying dead in his room at the offices of the Company, 11, Queen's Road Central, on Thursday. The deceased, who was only 19 years of age, had apparently taken an overdose of opium. The body was removed to the Mortuary.

The Rev. A. C. S. Trivett, former Sub-Dean of Holy Trinity Cathedral, Shanghai, has been appointed Dean in succession to the late Rev. C. J. F. Symons, who died recently. The appointment will be received with much favour in Shanghai as the Rev. Mr. Trivett has been one of the most active workers in Cathedral circles.

We can thoroughly recommend to cinema-goers "Forlorn River," now being screened at the World Theatre. It is one of Zane Grey's stories of the wild West, with grim warfare between settlers and outlaws, to say nothing of a strong vein of romance. The photography is remarkably good, the story well sustained and the acting all that could be desired. To-day is the last opportunity of seeing the film.

AN "ACT OF GOD."

The Hinge of Many Law Cases.

Floods have recently done enormous damage in nearly all parts of England and they have been instrumental in bringing the ancient legal phrase an "Act of God" into common usage. The public have jumped to the conclusion that farmers and householders in the affected counties have no hope of compensation for their losses, since the tidal wave which rushed its way along the east coast to begin the work of destruction was an act of God.

As a fact such an issue hardly arises. Insurance against floods in England is among the rarest of policies, and where an owner has had the almost uncanny foresight to insure against such a risk there are no exceptions to the liability.

Laymen have the curious notion that an act of God is a kind of sacred legal safeguard, a sure defence in all manner of untoward circumstances. In practice it has been almost entirely confined to claims arising out of the damage to goods in transit, and to ships.

Indeed, the precedent invariably cited when an act of God is pleaded in the Law Courts, relates to the transport of a horse by sea from London to Aberdeen. During a gale the animal became frightened, and struggled, and died of its injuries. It was held that this was due to an act of God, and that the shipping agent was in no way responsible.

It is to this case that we owe, perhaps, the best judicial interpretation of the phrase, which is, that it applies to "some inevitable accident caused by a direct, violent, sudden, or irresistible act of nature which could not by any reasonable cause have been foreseen or resisted." But it is absolutely essential to establish that the accident was due to natural causes directly and exclusively, with no human intervention.

This point is illustrated in one of the most notable cases regarded among precedents in the law of the sea. Bills of lading usually protect insurers against acts of God, and in this instance goods were carried on a ship under these terms.

The night before the vessel was to sail was marked by a severe frost, and a boiler pipe burst,

thus damaging the goods. It was ruled that this was not an act of God, but an accident due to human negligence in filling the boiler overnight when the prospect of frost was known.

Underwriters at Lloyd's have not been greatly interested in insurance against floods in England, and, indeed, have been quite content to leave general weather policies to companies which specialise in the business.

The impression that an act of God clause is characteristic of the traditional Lloyd's policy, is a mistake. The historic formula names an astonishing list of risks in the following quaint words:—

"Touching the adventures, and perils which we, the assurers, are contented to bear and do take upon us in this voyage, they are of the seas, men of war, fire, enemies, pirates, rovers, thieves, jettisons, letters of mart and countermart, surprisals, takings at sea, arrests, restraints, and detentions of all kings, princes, and people, of what nation, condition, or quality soever, barratry of the master and mariners, and of all other perils, losses, and misfortunes that have or shall come to the hurt, detriment, or damage of the said goods and ships."

It seems to embrace every contingency which seems possible at sea, and many that a landsman has probably never heard of except in books of adventures.

One other curious law case, however, does show that an act of God may, in certain circumstances, prove a successful plea in seeking compensation for untoward incidents on land.

Some winters ago when the country was bound by a very heavy frost, and the water supply in many country districts was cut off, a Surrey resident declined to pay his rate for the period during which he had no water. When the company took their claim to Court they pleaded that it was not their fault that the supply had been suspended during the frost, but an act of God.

The reply of the defendant was that it was not an act of God to lay the pipes so near the surface that they could freeze, but an act of fools. The Court agreed with him, and dismissed the claim.

THE WILBUR PLAYERS.

SCORES BIG SUCCESS WITH "HANDCUFFED."

A large audience at the Star Theatre on Thursday evening gave an appreciative reception to "Handcuffed," a thrilling detective play, treated in parts with a light touch, which enhanced the merit of the performance.

Mr. Baker was again the leading personality, and his remarkable versatility was never better expressed.

To-night at 9.15 the Company will present "Her Wedding Night," a delightfully amusing farce notable for the fact that there is no "bedroom scene," although the time is two o'clock in the morning. To-morrow at 5.30 and 9.15 the Company will present the world famous farce comedy, "Charley's Aunt," with special songs, dances and music. Quite apart from the bubbling humour of the piece, much additional enjoyment will be derived from seeing how it is presented by an American company.

On Monday at 5.30, there will be a matinee performance of "Three Live Ghosts," the sensational comedy with a London background, and at 9.15 p.m. the season will be brought to a close with a farewell performance of "The Family Upstairs," the great comedy of domestic life, which is being repeated by popular demand.

Booking is at Moutrie's and the Star Theatre at the popular prices \$2, \$2 and \$1, with children half price to the matinees.

POEMS THAT LIVE.

GATHER YE ROSEBUDS.

Gather ye rosebuds while ye may, Old Time is still a-flying: And this same flower that smiles to-day

To-morrow will be dying. The glorious lamp of heaven, the sun,

The higher he's a-getting, The sooner will his race be run, And nearer he's to setting.

That age is best which is the first, When youth and blood are warmer;

But being spent, the worse, and worst Times still succeed the former.

Then be not coy, but use your time, And while ye may, go marry: For having lost but once your prime,

You may for ever tarry. Robert Herrick.

TO-DAY'S FILMS.

"THE SHIELD OF HONOUR" AT QUEEN'S.

The Saturday holiday finds each of the local cinemas showing an excellent picture. There is "The Shield of Honour" at the Queen's, "Forlorn River" at the World, and "Love's Blindness" at the Star.

"The Shield of Honour" with Neil Hamilton and Dorothy Gulliver is an original story by Emile Johnson, and is woven around the loyalty and devotion of a police officer to his work. Excellent settings, skilful direction, numerous thrills and a sensational climax go to make a thoroughly enjoyable picture.

World Theatre.

"Forlorn River" at the World embraces a strong cast, including Jack Holt, Arlette Marchal and Raymond Hatton. Jack Holt appears as an outlaw who later turns against the cattle rustlers in his efforts to rescue the girl he loves. The picture was filmed amid remarkably beautiful settings and the plot is entirely free from cheap melodrama.

Star Theatre.

"Love's Blindness" at the Star comes from Elinor Glyn. This picture had the advantage of being supervised by Mme. Glyn herself, and follows the original story closely. The leading players are Antonio Moreno and Pauline Starke, the latter, especially, being responsible for a very convincing portrayal. The cinema performance will end at 8.30 p.m., the Wilbur Players Comedy Company at 9.15 p.m. presenting the delightfully amusing farce "Her Wedding Night."

RAILWAY TO CASPIAN SEA.

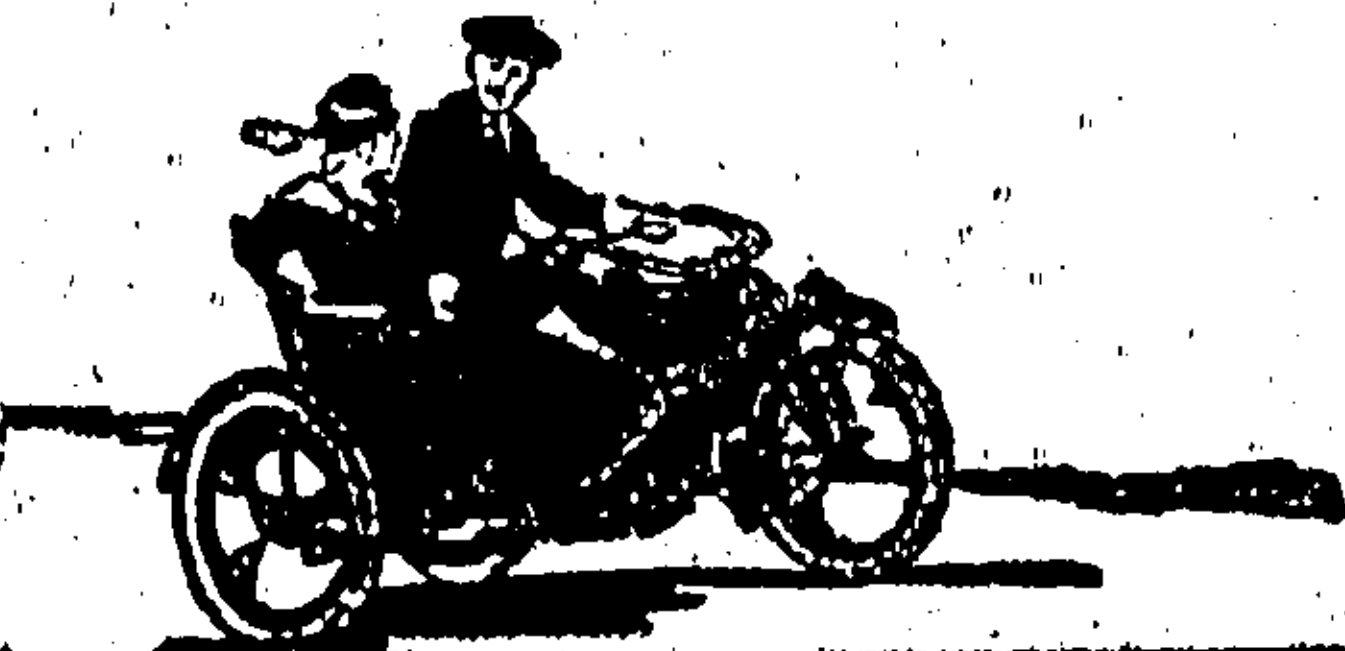
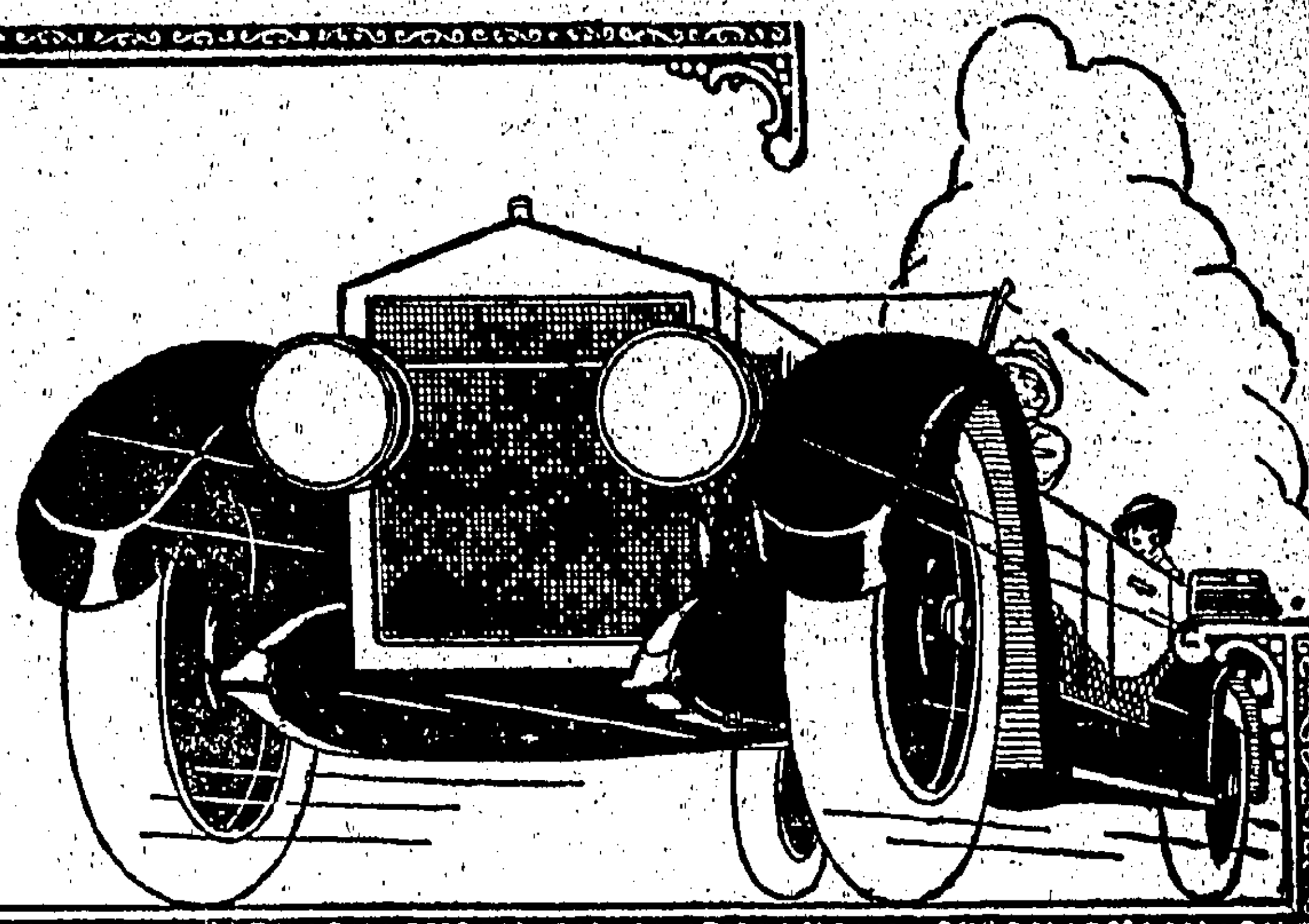
CONSORTIUM TO FINANCE SCHEME.

New York, Apr. 6. It is reported that the contract for the construction of a 1,000-mile railway from Gulg to the Caspian Sea will be awarded to a consortium composed of two American companies, one British, three German and one French.

The amount involved in the scheme is approximately \$16,000,000.—Reuter's American Service.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY 7th APRIL, 1928
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Kowloon Bus Services.

The full time tables of the Kowloon bus services have been published in the local papers and it is hoped that the stated times will be adhered to, so that intending passengers will know when they will be able to catch a bus. In the past it has been the custom for several buses to drive slowly behind each other when approaching the Star Ferry wharf so as to be there just at the time a ferry arrives, and this has not only caused inconvenience to the travelling public but also a certain amount of obstruction to following motorists. While it is quite safe to overtake a single bus it is a dangerous proceeding to pass about six buses that are crawling along in a string. The new detailed time table should remedy that matter. Some time ago a control signal was erected and a bus could not leave the stand by the Ferry wharf while a light was against him. In many cases the front bus was full—in fact two or three buses were sometimes full—with the red light still showing. The light was utterly useless and only caused delay and annoyance, especially during the tiffin-hour rush when the time of passengers is limited. We are therefore pleased to note that the use of this light has been discontinued. Drivers of buses have now been issued with detailed time tables to which they have been instructed to adhere, and it is hoped to have the buses running strictly to schedule as soon as the drivers become acquainted with the new routine. We learn that it is also intended to erect two notice boards for the guidance of passengers. One on the wharf side of the road will read "Wait here for routes 1, 3 and 6" and the other board, which will be near the triangle will have a similar notice in connexion with the remaining routes.

Summer Motoring.

With the coming of the Easter festival, the calendar tells of the growing nearness of summer and of the outdoor search for cool and enjoyable recreation. One or two of the harder kind have already started bathing and it will only need a few warm and sunny days to see big patronage of the various bathing beaches and motor roads. This summer there are going to be more motor cars on our roads than ever before and it behooves every driver to resolve to do everything possible to avoid collision or other mishap. Hongkong's roads are, in many cases, peculiarly conducive to accidents, and for that reason, if for no other, drivers should exercise special care and caution. One wonders whether, with the advent of a new motoring season, a publicity campaign on the part of the authorities, urging public drivers to be more than ordinarily cautious, would not be a sound and valuable proceeding. All danger signs and other warnings should be inspected, and improved and augmented, where necessary.

Road Improvement.

We notice that the working of widening the roadway near the Royal Naval Hospital is proceeding slowly—too slowly in the opinion of those anxious to see this much-to-be-desired improvement completed. If it were only possible to complete the widening scheme for the whole of Queen's Road East—from Arsenal Street to Wanchai Market—a very fine eastern exit from the City would be obtained, but perhaps it is too much to hope for. The cost of this widening will in any case be tremendously heavy, and perhaps the Government is justified in saying that it hasn't the necessary money at the moment. But, whilst on the subject of road improvements, it has been a great disappointment to Peak motorists to note that nothing further has been done in the matter of im-

proving the corner at Magazine Gap—where it was proposed to cut a slice off the tennis lawn of the house of the Commissioner of Customs. The marking poles have been taken away and it would seem—judging by appearances—that nothing is going to be done there, after all. The corner is easily the most dangerous on the whole of the Stubbs Road and, if there is any money to be spent on road improvements, it is this corner which should have the earliest possible attention.

Nathan Road Corner.

A variation of the idea of the white line for directing traffic round dangerous corners has been put into effect at the junction of Nathan and Salisbury Roads in Kowloon. Opposite to the Peninsula Hotel Garage the half of the road nearest to the garage has been divided into two by means of a white line which is taken round the corner of Nathan Road. Arrows direct vehicles, approaching from the ferry, to keep to the left of the line which will guide them round the corner, while drivers wishing to proceed straight along Salisbury Road keep to the right of the line. It is difficult to see of what particular use this method will be at the corner in question. It would appear that the only useful purpose it will serve will be to relieve drivers of the necessity of signalling their intentions to the policeman on point duty as he will be able to see that the vehicles which keep to the left of the line desire to turn into Nathan Road while those that keep to the right are proceeding straight ahead. The main idea of the original white line was to decrease danger at corners where no policeman was on duty or to facilitate traffic movements at a place where several roads met, but these circumstances cannot be applied to the junction in question. While we welcome all attempts to add to the safety of motoring either in Hongkong or on the Peninsula we venture to suggest that the money expended at this point might have been better utilised at some other dangerous corner where no policeman is regularly on duty.

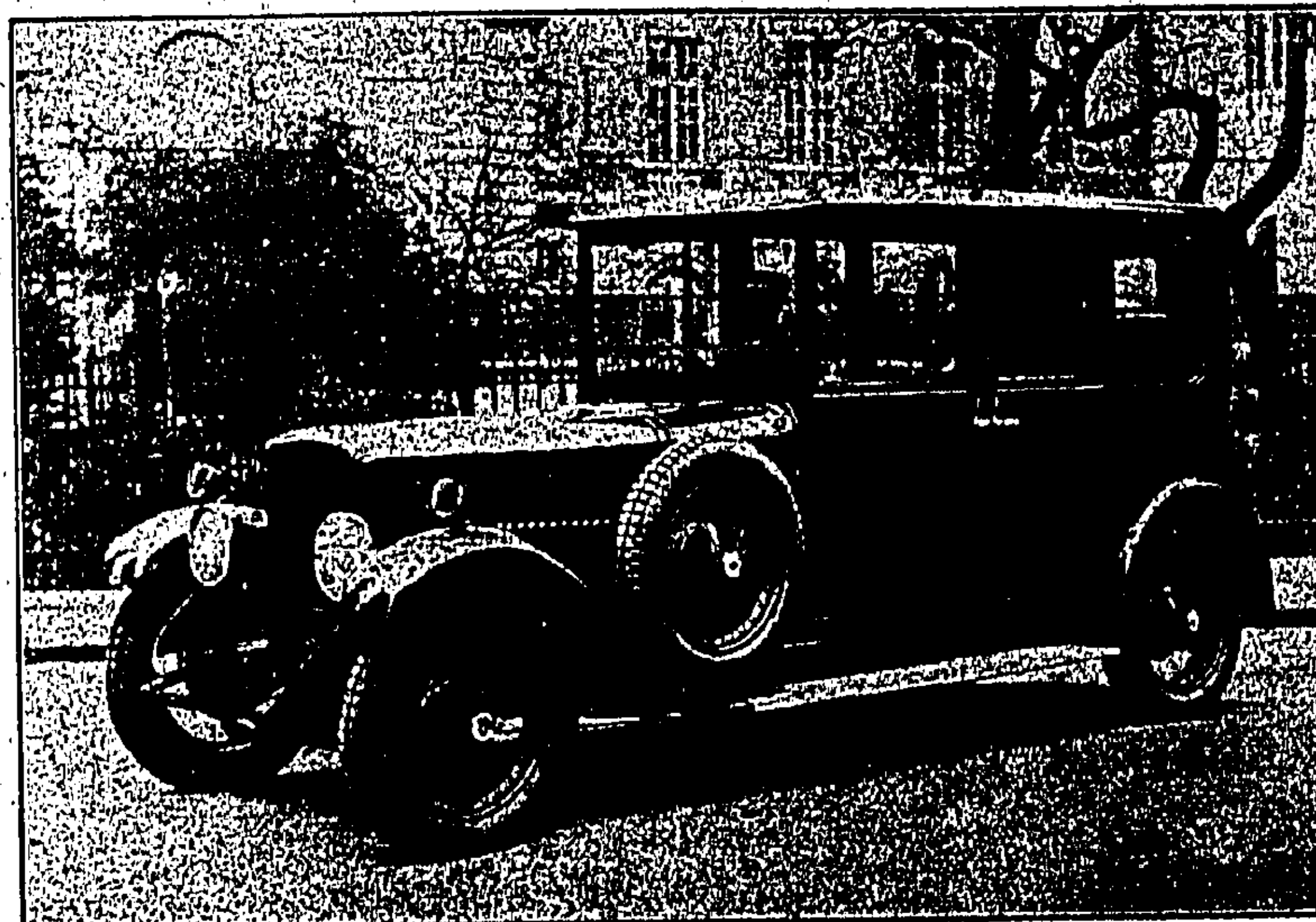
Unlighted Obstructions.

We have had occasion before to refer to the fact that often sufficient care is not exercised by people who are in charge of work, necessitating part of a road being closed, to make sure that sufficient red lights are placed in positions that will give ample warning of an obstruction to traffic at night. Last week workmen were engaged on a portion of Salisbury Road, by the Peninsula Garage, where they were laying down a white line and arrows. The area being worked upon was about a quarter of the width of the road but, in spite of the fact that that part was closed to traffic and was roped off, at eleven o'clock one night last week there was not a single lamp of any description showing. On another night following, only one white lamp was flickering dimly. By no stretch of imagination could it be termed a sufficient warning of an obstruction. Admittedly, there are street lamps in the middle of the road, but the illumination from these was not sufficient to show up the obstruction. This is a very serious danger which can easily be rectified and steps should be taken by the proper authorities to see that sufficient red lamps are properly placed to give ample warning.

Novel Motor Test.

The Royal Automobile Club has planned to conduct an observation on a novel form of car trial. The object of the trial will be to ascertain how far for 25 one of the 10/25 h.p. "Paris" model saloon Rover cars will run, carry-

H.M. THE QUEEN'S NEW CAR.



The above illustration shows Her Majesty's new car, a Daimler Double-Six 30 h.p. chassis fitted with a Hooper enclosed limousine body. The car was supplied through Stratton-Instone, Ltd.

ETHYL PETROL TEST

Motorcycle Run of 2,000 Miles in Ten Days.

Mr. Hugh Gibson, riding a solo motor-cycle, completed recently a run of 2,000 miles in ten days undertaken to conduct a test of Ethyl petrol. He did 200 miles each day with remarkable regularity, and arrived back at Lovatt's depot in High Holborn to scheduled time. The test was supervised by the Auto-Cycle Union, and the engine will be stripped and thoroughly examined for lead deposit or any other damage. A report will then be issued. Questions relating to Ethyl petrol were asked in the House of Commons, the Home Secretary, stating that the new substance is being investigated.

PARIS "DANGEROUS."

Twenty-five miles an hour has been fixed as a sort of arbitrary "dangerous" automatic speed in downtown Paris. There is no legal limit, for the driver of a car is responsible for his acts at all speeds, but the police have decided that a standard must be used so traffic officers can exercise control.

ing four adult persons. For the purposes of the trial certain items of expenditure will not be taken into account, as it was found impossible to devise a means of arriving at a fair average per mile figure for such things as the Road Fund licence (£10 per annum), insurance (£3 19s. 6d. per annum), wear and tear of car and tyres, and depreciation.

The £5 will be used for paying the cost of the actual running expenses, namely, fuel and oil, lubricant for gear box, replacements, and cost of repairs, if any. The Royal Company anticipate that a distance of over 2,000 miles will be covered under these conditions, and a route has been prepared covering points as far apart as Plymouth, Stirling, Colwyn Bay, and Dover. It is probable that the trial will occupy about 14 days, running eight to nine hours a day at an average speed not exceeding 25 miles an hour.

There will be two drivers, the Misses Debenham, and the start will be from the R.A.C. Garage, Russell-court, Pall Mall. A similar trial was run by the Rover Company with one of their 9/20 h.p. cars about two years ago, and the distance then covered was 2,007 miles.

PASSING ON THE NEAR SIDE.

Worst Motoring Offence.

The worst of all motoring offences—passing on the left or near side—is becoming prevalent again, says a Home motoring correspondent.

Having received a number of letters from indignant drivers complaining of this growing habit, I made observations during a drive in and around London.

In a journey from Westminster to Chelsea Bridge, along the Thames Embankment, I counted six occasions on which this offence was committed. Twice taxicab drivers were to blame. Three drivers of private cars in a hurry cut in past other vehicles at speed on the left side. The other offender was the driver of a delivery van.

Later, on the main Finchley road, I saw the offence committed frequently, mainly because heavy lorries were being driven in the middle of the road. Taxicab drivers appear to be the worst offenders, and here the police might take some action.

Although the temptation exists, there is no excuse for committing this offence. The driver who does so places himself at once in the wrong. Should an accident occur, he is certain to be saddled with the blame.

Meanwhile the police could assist matters by insisting on obedience to the London by-law which provides that slow-moving traffic must keep to the left.

ANOTHER RECORD?

Will 1928 Beat 1927.

Chicago, Feb. 20.—This should be a bumper year in the automobile industry, according to C. A. Vane, general manager of the National Automobile Dealers' Association, and William W. Webster, commissioner of the Automotive Equipment Association.

Webster foresees the expenditure of many millions of dollars this year, many more than the \$8,000,000,000 automotive bill of the United States last year.

Sixty cents of every dollar spent by the motorist, he says, will go for service, supplies and maintenance parts. The other 40 cents will go toward car sales.

CAPTAIN CAMPBELL.

Probable Competitor in French 24-hour Race.

London, Feb. 23.

It is possible that Captain Malcolm Campbell, who recently captured the world's speed record on Daytona Beach, may again compete against his rival, Mr. Lockhart, the American racing driver, who met with an unfortunate accident while competing against him on Wednesday.

This time, however, the meeting will be on French soil, on the famous Le Mans circuit, on which the 24 hours' race was captured for this country last year by Bentley cars.

Captain Malcolm Campbell has agreed—if his business arrangements will allow him to return from America in time—to join the Bentley team this year, and pilot one of the three 1½-litre cars that that firm has entered, and as Mr. Lockhart may drive a Stutz car, they will meet again.

England, in addition to the Bentley cars, will be represented by a team of Lagonda cars. There will also be a team of four front-wheel driven Alvis cars, which ought to give a good account of themselves.

France will be well represented, and the Lorraine de Dietrich firm are once more entering their cars, which won the year before last, but did not compete last year.

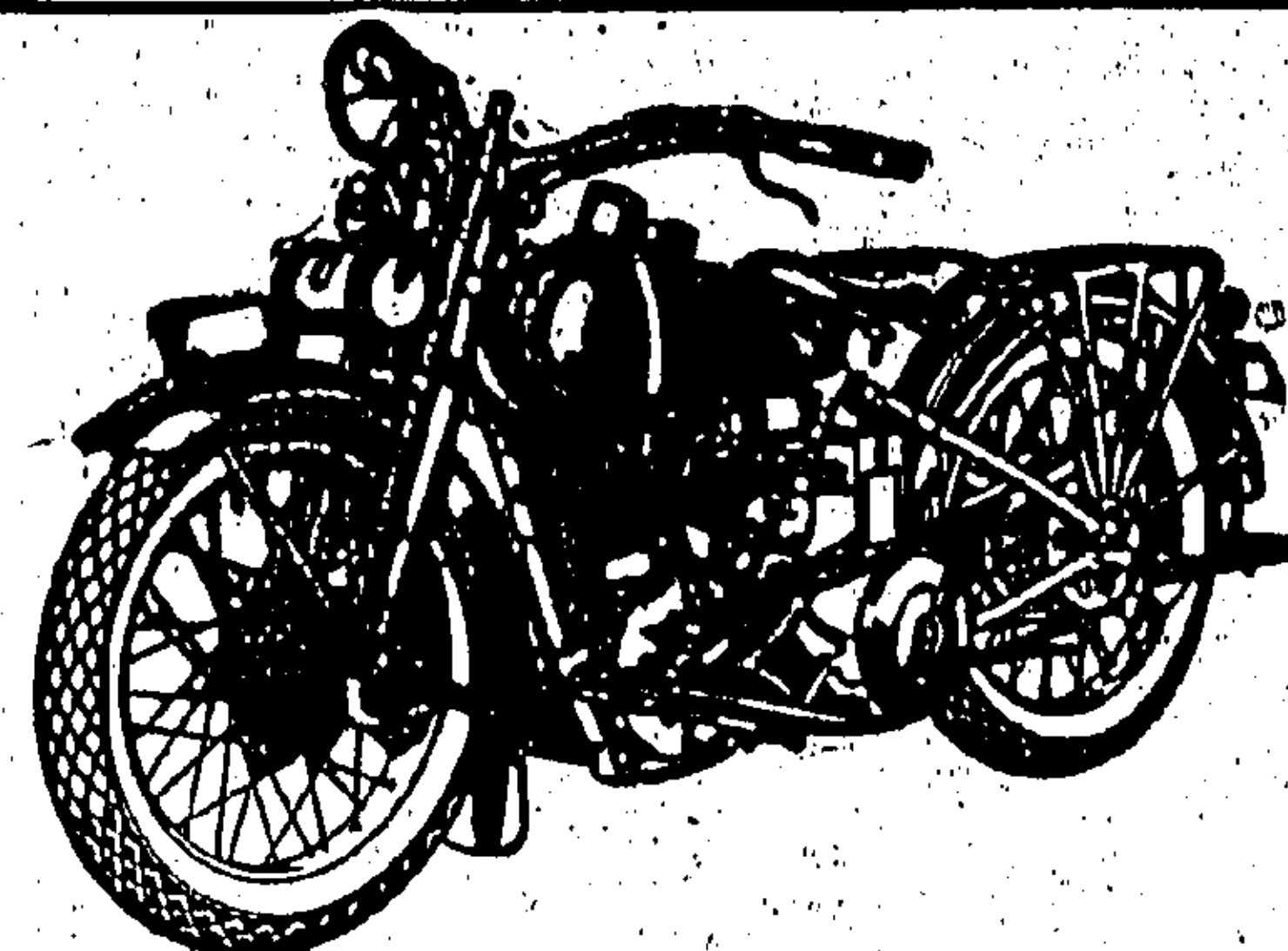
"This year," says Webster, "will witness the greatest movement of motor vehicles on the roads of the United States, and consequently the greatest demand for maintenance and service, since quantity production of automobiles began."

Repair bills and maintenance bills are now taking the larger part of the car dollar. In 1915, the motorist spent but 20 cents of his car dollar for service, while in 1927 he spent 60 cents.

C. A. Vane, makes the prediction that 4,000,000 automobiles will be sold in this country this year.

The American family is becoming sold on the two-car idea, according to Vane.

"The only obstacle to the lack of garage facilities," he said, "The automobile industry is now working with architects to promote the building of two-car garages in connexion with each dwelling."

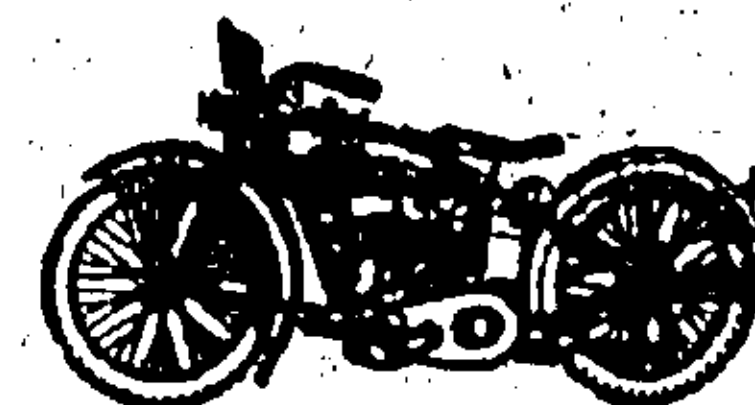


Our third shipment of the famous
Harley-Davidson Cycles 1928 Models
SOLD OUT.

Fourth Shipment arriving Monday,
APRIL 9th per S. S. President Pierce.

We have also 4 Harley Singles, O. V. H.,
Twin Port, coming. Due here April 29th
per S. S. President McKinley.

Two Reserved. Book your order early
to avoid disappointment.



THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

Model 526—Single Six—126-inch wheelbase.

Runabout	2-seater	G\$2,695
Phaeton	5-seater	G\$2,815
Sedan	5-seater	G\$2,805
Coupe	2-seater	G\$2,870
Convertible Coupe	2-seater	G\$2,945

Model 533—Single Six—133-inch wheelbase.

Runabout	2-seater	G\$2,815
Phaeton	5-seater	G\$2,815
Touring	7-seater	G\$2,915
Coupe	4-seater	G\$3,220
Club Sedan	5-seater	G\$3,220
Sedan	7-seater	G\$3,235
Sedan Limousine	7-seater	G\$3,335

PACKARD CUSTOM EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

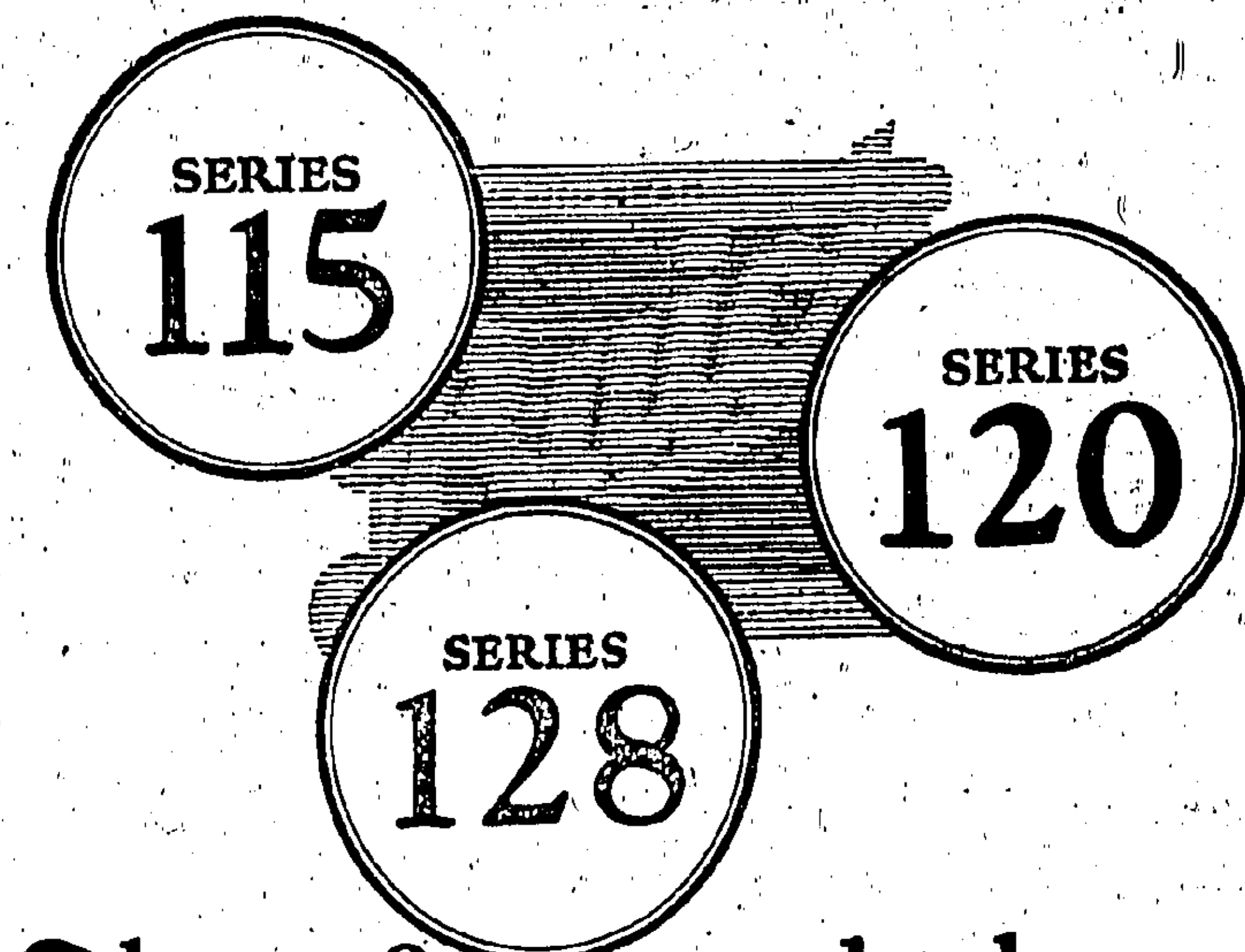
Model 445—Straight Eight—143-inch wheelbase.

Runabout	2-seater	G\$4,365
Phaeton	5-seater	G\$4,365
Touring	7-seater	G\$4,465
Coupe	2-seater	G\$4,770
Convertible Coupe	2-seater	G\$4,870
Coupe	4-seater	G\$5,075
Club Sedan	5-seater	G\$5,075
Sedan	7-seater	G\$5,075
Sedan Limousine	7-seater	G\$5,175

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

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Three figures which mean extra motor car value

Buick motor cars are now designated by their wheelbase lengths. Series One Fifteen has 114½ inches of wheelbase.... Series One Twenty is 120 inches from axle to axle, and Series One Twenty-eight measures 128 inches. These designations direct attention to the fact that size is the only variation in the different Buick chassis. Another purpose is to point to

the extra comfort and value which results from Buick's extra wheelbase lengths. Everyone knows that long cars ride easier than short ones. But it costs more to build them. Great volume is the reason for the extra value of Buick's extra wheelbase. Many cars, inches shorter than Buick and without advantages offered by Buick design, are priced considerably higher.

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4. Typical Chrysler Acceleration
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6. Withed Crankcase Construction
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11. Exhaust Valve
12. Oil Filter
13. Air Cleaner
14. Thermostatic Control
15. Main Fuel Control
16. Cellular Type Radiator
17. Full Pressure Oiling System
18. Rubber Engine Mountings
19. 16-inch Base Road Wheels
20. Balanced Front Wheels
21. Power Steering
22. 4-wheel Hydraulic Brakes
23. High Carbon Steel Springs
24. Specially Designed Rear Axle for Uniform Tyre
25. Levelers on front and rear springs
26. Indirectly Lighted Instrument Panel
27. Radio Telephone Mounting System
28. Electric Fuel Gauge
29. Headlamp Control on Steering Wheel
30. Narrow Corner Pillars
31. Adjustable Steering Wheel
32. Caster View
33. Saddle Spring Seat Cushions
34. Fine Plated Metal Upholstery
35. Light Type Curtains on Tourer
36. Adjustable Front Seat in Tourer
37. Low Centre of Gravity
38. Double Headed Body Construction
39. Chrysler Smoothness of Line
40. Attractive Colors Combinations in great variety

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Chrysler's sensational rise from 27th to 3rd place in sales in 42 months is the result of a phenomenal public preference that has continuously demanded a record-breaking volume of quality motor cars.

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You will then instantly recognise why Chrysler cars—by the most astounding price savings which result from a huge and rapidly growing public demand—are today more than ever the most marvelous motor car values in their respective price classes.

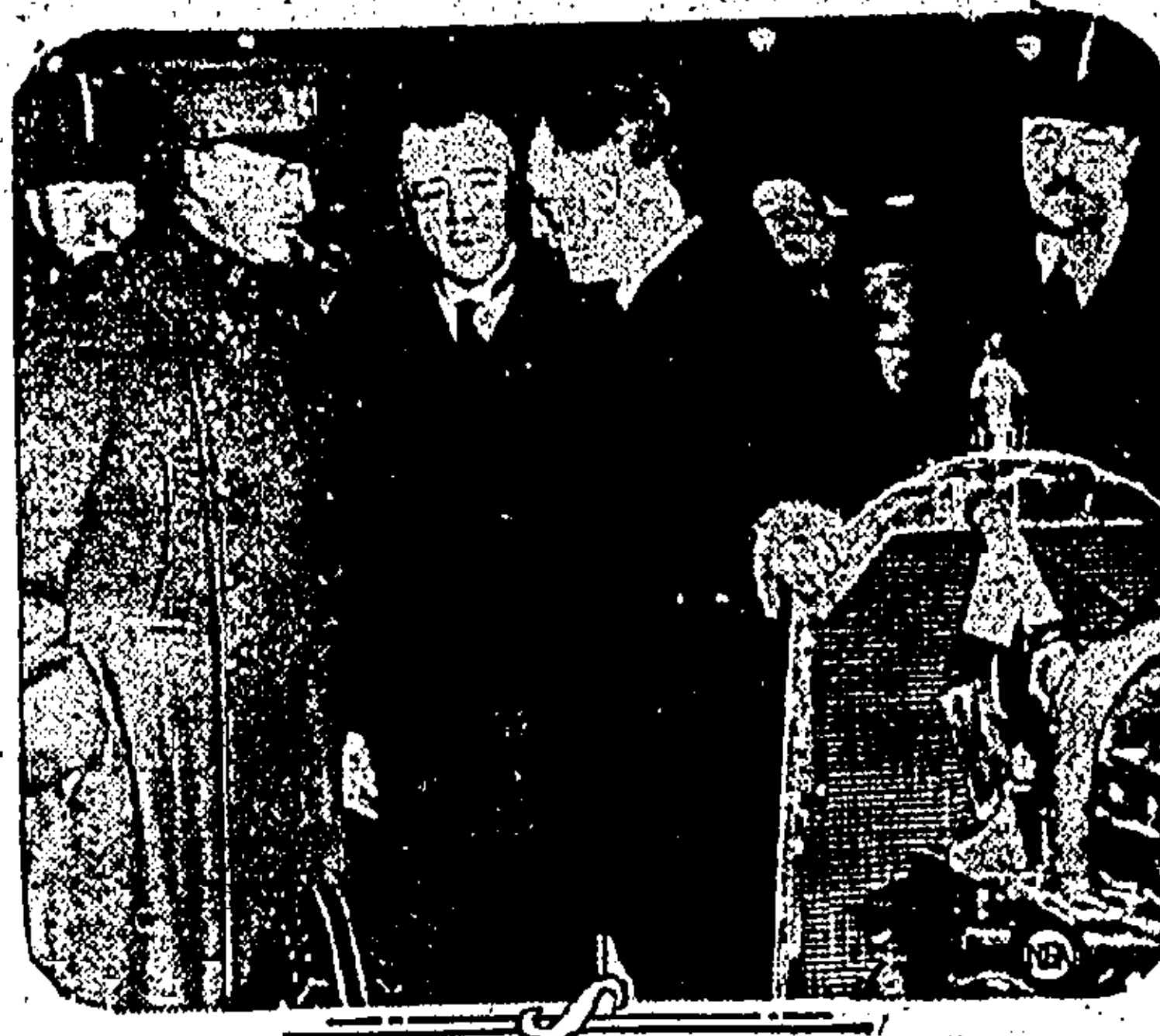
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KING ALBERT VISITS SHOW.



The recent automobile salon at Brussels was visited by the King. Here he is, Albert, King of the Belgians, accompanied by his son, Prince Leopold, shown facing him, after they had inspected the sleeve-valve motor of a new Willys-Knight Great Six sedan. Between the two is Mons. Tonglet, director of the Palais de L'Automobile, where the salon was held.

UNIFORM SIGNS.

Simplicity and Standardisation.

Baltimore, Md., Feb. 28.—Psychology in automobile driving will make the world safer for motorists and pedestrians. That is the advice of Dr. Knight Dunlap, professor of psychology at Johns Hopkins University.

Standardization and simplicity, two names for driving psychology, is urged by Dr. Dunlap as a panacea for traffic problems and accident prevention.

For instance, the monotonous run of "dangerous curve" signs on gentle curves tends to make the driver of an automobile less cautious when approaching a really bad curve. Standardization of these signs would serve to keep the driver constantly on the alert for bad curves. He could relax when the signs told him that things were comparatively serene ahead.

The simplifying of traffic signals would make driving of an auto a mechanical process, according to Dr. Dunlap.

Red, he says, can easily be misunderstood in traffic lights for the reason that that colour does not always indicate stop. Detour signs are red. Danger signals are red. Signals set up to indicate road repairs are red.

"Drivers will never be trained to the point of an automatic, unreflecting stop on the red light so long as other uses of red in signals are retained," says Dr. Dunlap. "Fatal accidents have occurred from use of red lanterns on road obstructions."

"But the more important factor in such cases is that the misuses of signals prevent the proper training of the motorist and are therefore conducive to accidents at other points. It is entirely feasible to do away with the use of red for all traffic signs not meaning 'stop.'"

TYRE DUTY INTO BRITAIN.

Another Foreign Firm to Open Factory.

It was announced recently that Pirelli, Ltd., the Italian tyre manufacturer, have decided to establish a factory in England for the manufacture of their products by British labour.

This is the fourth important foreign tyre company to take this step since the duty of 33½ per cent. was imposed on foreign tyres in April of last year.

The duty was imposed under the Safeguarding of Industries Act. Owing to the dumping of foreign tyres British makers were badly hit and British workers suffered loss of work.

The new Pirelli factory will be erected on a site of about 80 acres at Eastleigh, Hampshire. Work on the factory will start immediately, and new roads are already under construction. The factory, it is expected, will be ready for production in about six months' time. British labour will be exclusively employed.

Other firms that have taken a similar step are: The Michelin Tyre Company (France). Their factory at Stoke-on-Trent is almost ready for production.

The Goodyear and Firestone Companies who hitherto manufactured their tyres in the U. S. A., and are establishing factories at Wolverhampton and on the Great West Road, near Brentford, Middlesex, respectively.

These new factories will employ several thousands of British workers.—Daily Mail.

WARNING DEVICES.

When They Should be Used.

Do warning devices on motor vehicles prevent accidents? In some instances they undoubtedly do, but the average driver is inculcated with a false sense of security which often conduces to carelessness and results in disaster because of his great dependence on it.

If car-owners would try to drive their cars without the aid of the electric siren which is now standard equipment on every car built," says Mr. F. T. Strong, general manager of the Buick Motor Company, "they would find themselves driving with more care than they have exercised since their first experience as drivers. It has become instinctive for the driver to bring his hand down on the horn button and bluster ahead, with little heed for the effect which the sounding of the horn has on the other fellow. And the other fellow is caloused to the blare of the horn in his ears. The noise has ceased to have any meaning for him. Drive two blocks through traffic without the use of the horn and you will find that you are using more care than you have ever used before to avoid accidents. You will drive as you should always drive, with due regard for others who are sharing the public streets and highways with you."

"And you will discover that, even without using the horn, you will be driving with greater regard for the safety of yourself, pedestrians, and other cars. This is true, because you will not be placing exaggerated confidence in a noisy bit of mechanism which cannot and never could of itself prevent accidents, even though many drivers show by their actions on the road that they credit it with super-human powers."

A GIANT ROAD USER.

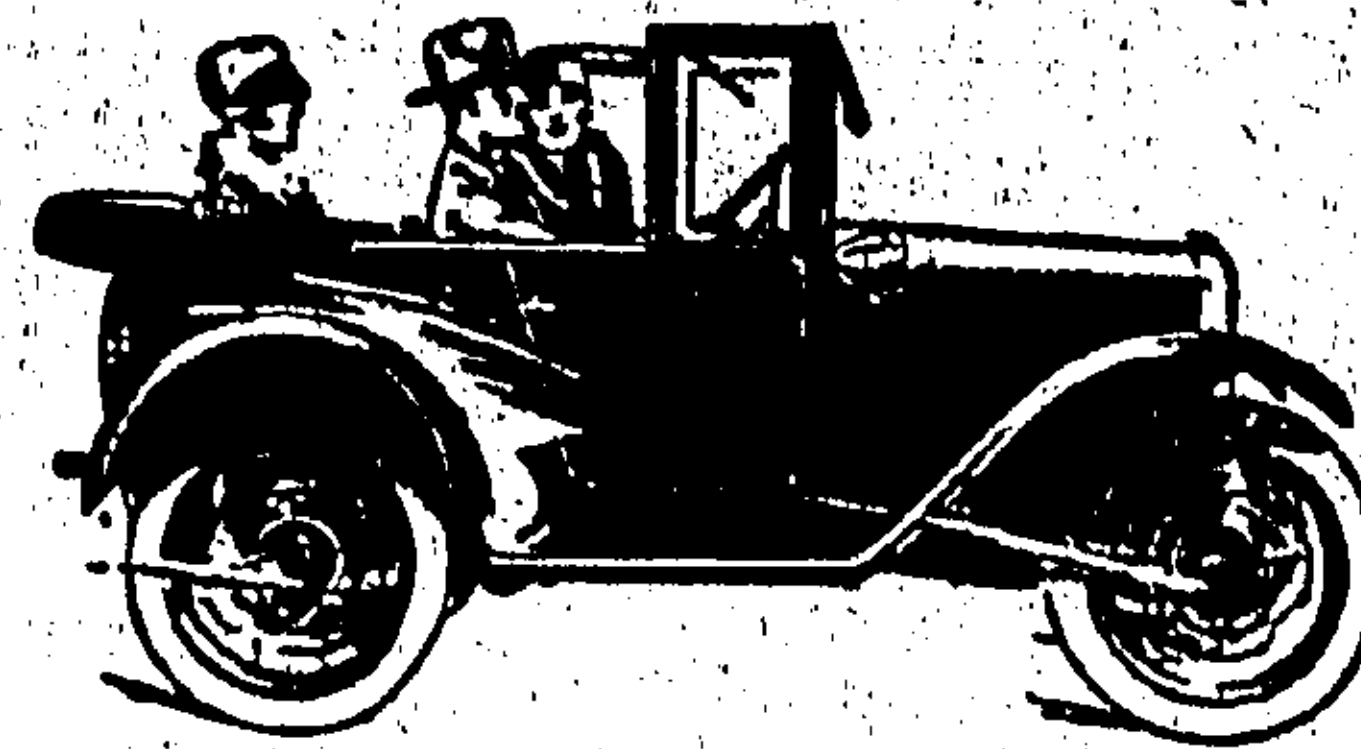
Helpful Work of A.A.

The Automobile Association was recently asked by a member to devise a special route between two points in the north of England. If the route called for had been for a motorcar journey, the distance would have been, with the best route, 48 miles. In this case, however, the route was wanted to enable the A.A. member to send by road a gigantic colliery boiler weighing 33 tons, 10 feet high, 31 feet long and 9 feet 8 inches board. As it was proposed to draw this monster on a trailer by two traction engines, the total weight of the outfit was about 60 tons.

Transport by road of such a load called for much careful and preliminary staff work by the "A.A." It was necessary to find a route with easy gradients, strong bridges, and an over-head clearance of 14 feet. Recognising the special necessity, in this case, for using the roads, and to assist the British Engineering industry, the Association made careful enquiries in three Counties and provided a satisfactory route covering 100 miles. The member was also advised in regard to causing the least possible inconvenience to road users.

MANY VISIT PARKS.

Approximately 3,000,000 persons visited the national parks of the United States by automobile during the past year, according to the National Automobile Club.



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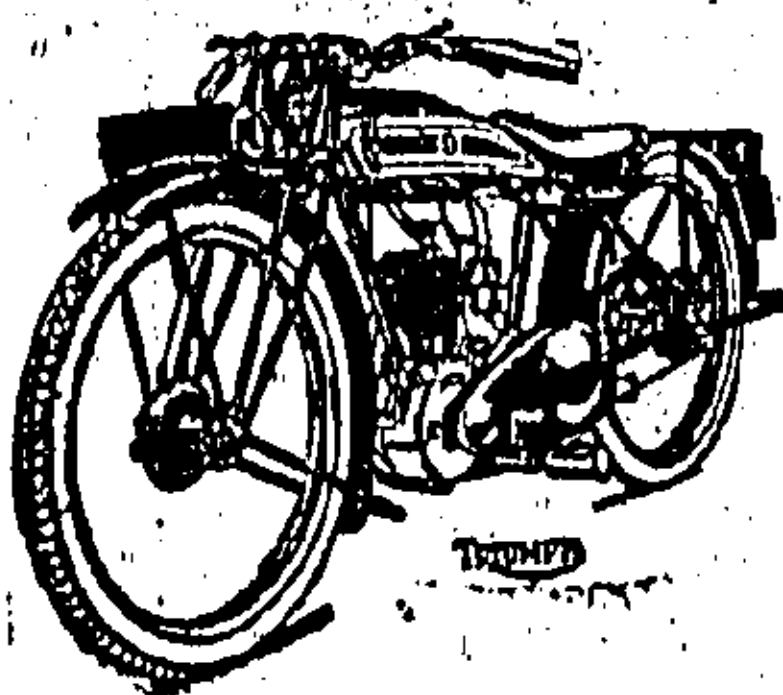
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DESTRUCTIVE
AGENTS.

Things Which Rot
Rubber.

The rather important fact that both paraffin and oil rot rubber is apt to be overlooked. Instances where this may occur are found in oil accidentally dropped on ignition cables, when the rubber in time rots and may cause short circuits and partial misfiring.

A car should not be allowed to stand so that its wheels are resting in small puddles of dirty oil on the garage floor.

CHEATS DEATH.



This is Frank Lockhart, youthful American auto ace, who miraculously sustained only minor injuries when his 16-cylinder Stutz racer swerved off Ormond-Daytona Beach, Fla., during the international speed trials and, at 225 miles an hour, overturned in the surf.

NEW PONTIAC
FEATURES.

An Improved Model.

The 49-horse-power engine of the New Series Pontiac Six provides considerably more horse-power than the engine of the preceding series without either the bore of the cylinder or the length of the piston stroke.

Higher compression—4.9 to 1—a new type of combustion chamber and new carburetor with new manifold, are mainly responsible for the added power, which of course gives better acceleration and performance.

The higher compression ratio is made possible by the addition of the new G-M-R cylinder head, one of the outstanding features of the Oakland Cosmopolitan Six, which pioneered this type of head. While raising compression by decreasing the clearances above the piston head and forcing the mixture to be compressed into a smaller space just before ignition, the G-M-R head simultaneously serves another important function. By increasing the area of the combustion chamber above the piston, it permits of more efficient cooling of the mixture, which the Oakland and General Motors Research engineers have discovered to be the secret of eliminating spark knock.

The "reverse curvature" of the head still further improves mixture cooling by splitting the unburned gas with a blunt wedge as it is pushed forward by the advancing force of the explosion. The two currents of mixture thus follow the relatively cool outer rim of the head instead of rebounding into the hot centre of the cylinder head to cause a "pink" or spark knock at the completion of the explosion. The cylinder head also is wider than conventional heads, this change eliminating "thump" or roughness.

The entirely new gasoline feed develops maximum power with a high degree of economy. Supplanting the conventional vacuum tank is a gasoline pump with filter attachment, driven directly from the camshaft thus drawing from the gas tank exactly the proper amount of fuel required at any engine speed.

Added to this pump is an entirely new vertical carburetor built especially for the Pontiac Six. It carries two distinctive features, the Venturi Choke and the Internal Economizer. The former develops velocity at the carburetor nozzle, giving easy starting and reducing crank case dilution. A new interconnection between choke and throttle levers automatically raises the speed of the motor when the engine is first started to an idling speed corresponding to a road speed of about 15 miles per hour. This connexion assures that the engine, even though cold, will continue running. The Internal Economizer is a sleeve valve inside the carburetor operated by the throttle valve. It gives a lean mixture at average driving speeds and an increasingly rich mixture as the foot throttle is depressed.

Besides the new pump and carburetor, both intake and exhaust manifolding have been completely redesigned. The three-port intake passages are one-eighth inch larger. The exhaust follows the design of the Oakland Cosmopolitan Six manifold which carries the heat from all six cylinders around the intake riser for cold weather driving. The amount of this heat carried to the intake rise is controlled by an adjustable valve.

STUDEBAKERS FOR EUROPE.

South Bend, Ind. Febr. 3 (Special).—The increased demand for Studebaker automobiles in Europe was most forcibly indicated here this morning, when, at 9.09 a.m., a transatlantic telephone order for 50 Studebaker and Erskine cars was received from The Hague, Holland, by H. S. Welsh, Manager of Export Sales of The Studebaker Corporation of America. The telephone order was placed by L. W. Manson, Studebaker Erskine distributor at The Hague. During the conversation between the Hague and South Bend—a distance of approximately 4700 miles—Mr. Manson explained that the urgency of the telephone call was necessitated by the unprecedented demand for Studebaker's New President Eight and The New Erskine Six.

Experiments with reflecting mirrors are being made at several underpasses on automobile highways near Harrisburg, U.S.A. It is claimed that the large mirrors, made of highly burnished brass, will enable motorists to see automobiles approaching from the opposite direction, and will, therefore, provide additional safety at the points where they are placed.

THIS YEAR'S
PROGRAMME.

British Motor Boat
Racing.

With the approach of the motor boating season, preparations not only for cruising but for that most exhilarating of all sports, motor boat racing, are being carried out on a much more extensive basis in England this year, than any previous period.

Besides the blue riband of the motor boating world, the Duke of Yorks Trophy Race for 1½ litre craft taking place in Southampton Waters, the 11th and 14th of August next—large numbers of British motor boat clubs have arranged attractive programmes.

The Marine Motoring Association, the national body governing motor boat racing in England, we note have arranged to set up a permanent International Racing Committee to deal with all International Racing in the country, including of course the Duke of Yorks Trophy Races.

The Committee which will consist of two members of each club affiliated to the Marine Motoring Association, with two members of the Society of Motor Manufacturers and Traders, will work under the council of the association, which in turn is affiliated to the International Motor Yachting Union that deals with all questions connected with international motor boat racing.

The union recently held a conference in Brussels at which the Marine Motoring Association was represented, when new racing rules together with rules for outboard racing were arranged.

We note that at the annual general meeting of the Marine Motoring Association on the 25th of January last, officers were elected for the ensuing year, under the presidency of Lord Montagu of Beaulieu, Vice-Commodore of the Royal Motor Yacht Club, and Deputy Vice-Presidency of Viscount Curzon.

The list of officers also include the following vice presidents, who are well known in British motor boating circles:—

Commander F. P. Armstrong, O.B.E., R.N.V.R., R.M.Y.C., Mr. Mawdsley Brooke, J.P., M.L. Mech. E., S.M.M. T., Mr. H. Scott Paine, R.M.Y.C., Mr. F. May, Sussex Motor Yacht Club, Major Fattinson, Windermere Motor Boat Club, Major Weber, Nore Yacht Club, Mr. Tattersall, B. M. B. C.

HOPE TO CUT DOWN
FATAL MISHAPS.

Progress Noted During
Past Year.

San Francisco, Feb. 22.

Public safety on street and highway is a major feature of the 1928 programme of activities of organized motordom in all parts of the country, according to reports received by the California State Automobile Association from the American Automobile Association. High hopes of improved conditions of traffic safety are held by chiefs of organized motordom as a result of these activities on the part of every one of the 958 member clubs of the A. A. A.

"The last year marked a real advance in the safety-mindedness of the walking and driving public as a whole, despite the mounting casualty list," declared Mr. Percy E. Towne, chairman of the public safety committee of the States Association. "But the problem of traffic safety continues to be one of the most crucial confronting the Nathan and organized motordom is devoting its full strength to a nation-wide mobilization of safety factors that should set a bright record of improved conditions this year."

California holds a position of leadership in the traffic safety activities and many of the activities inaugurated here are now being put into effect in other parts of the country. Some of the major public safety activities of the State association, which give an idea of the general trend of such work throughout the county, are as follows:

Protection of school children in traffic through public school traffic reserve organizations.

Education of children to the hazard of traffic through poster lessons and safety talks in the classrooms.

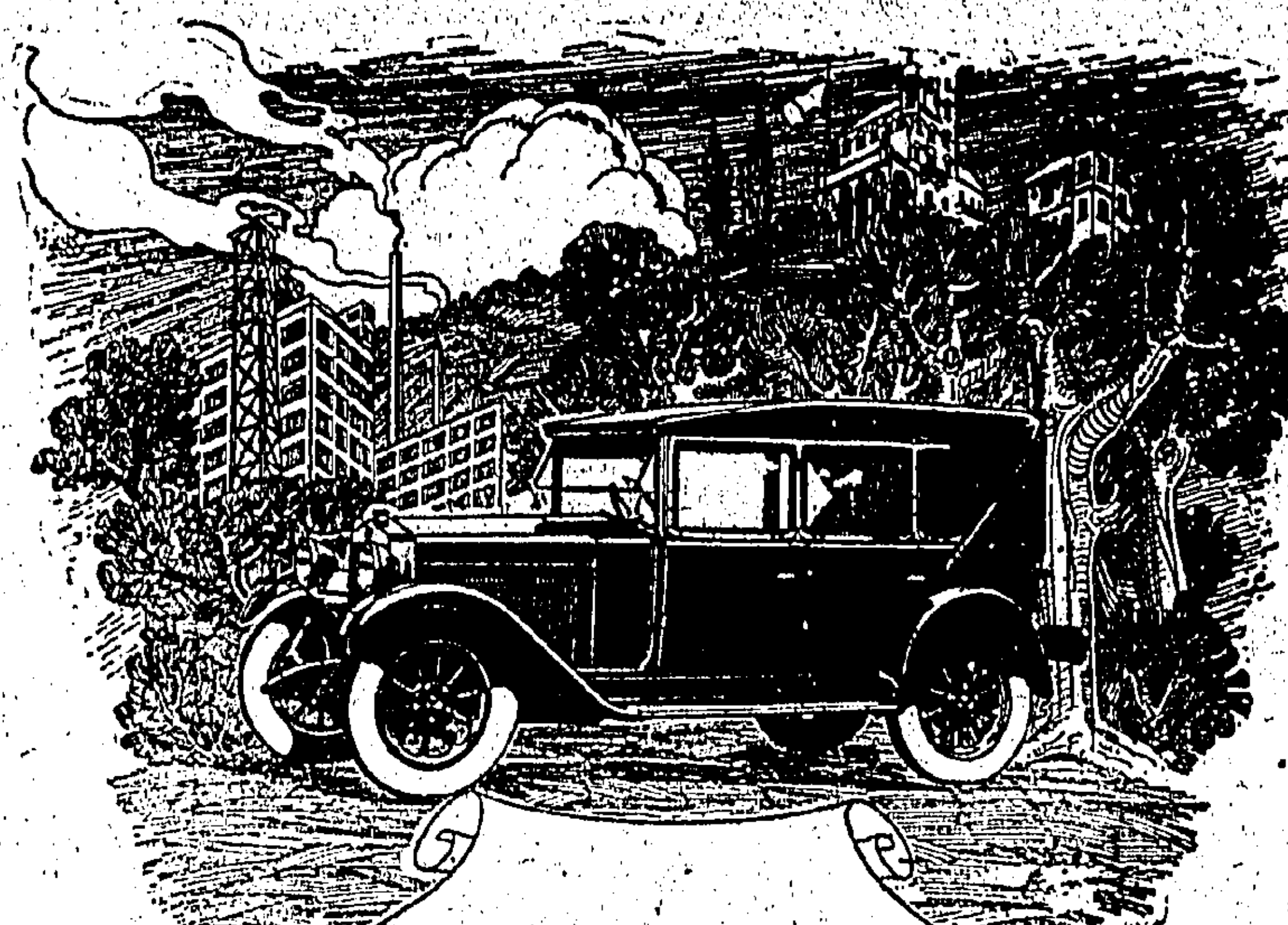
Sponsorship of a uniform municipal traffic code to replace divergent regulation provocative of confusion and accidents.

Supporting sane, law enforcement and strict penalties for the reckless and intoxicated driver.

Conducting educational campaigns in safety for both motorists and pedestrians.

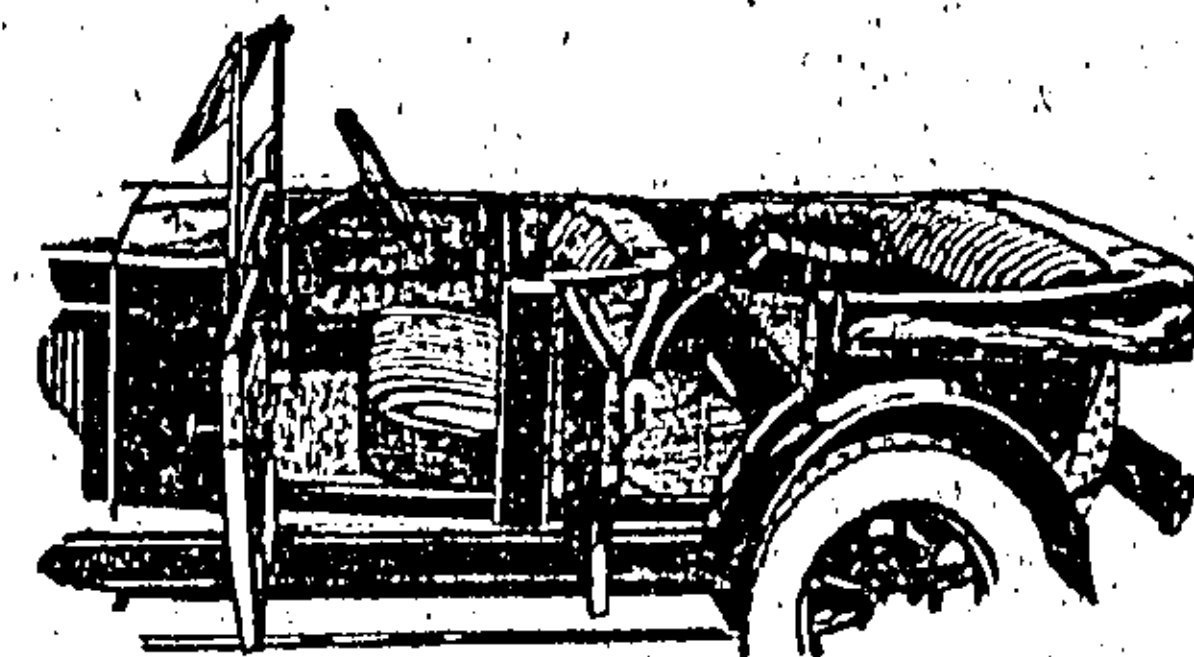
Constant improvement of warning signs on street and highway.

Support of highway reconstruction programmes calling for elimination of dangerous curves, grades, narrow roadways and grade crossings.



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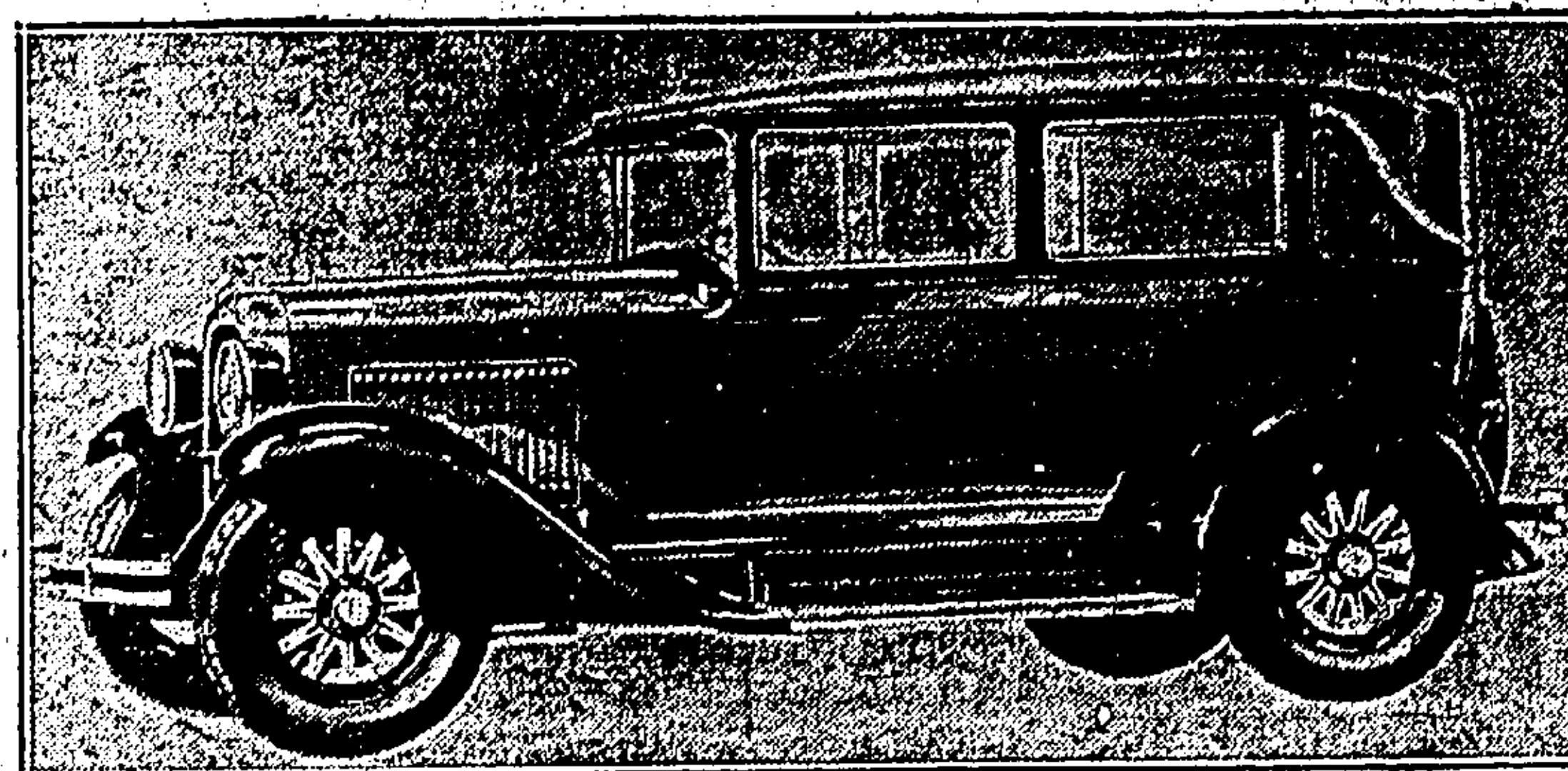
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"Hongkong Telegraph."

MARK FOUR WHEELERS.

Cars equipped with 4-wheel brakes in Canada are so designated by a small triangular plate fastened to the right rear fender. The purpose of the law is to minimize collisions due to inadequate braking equipment on many Canadian cars.

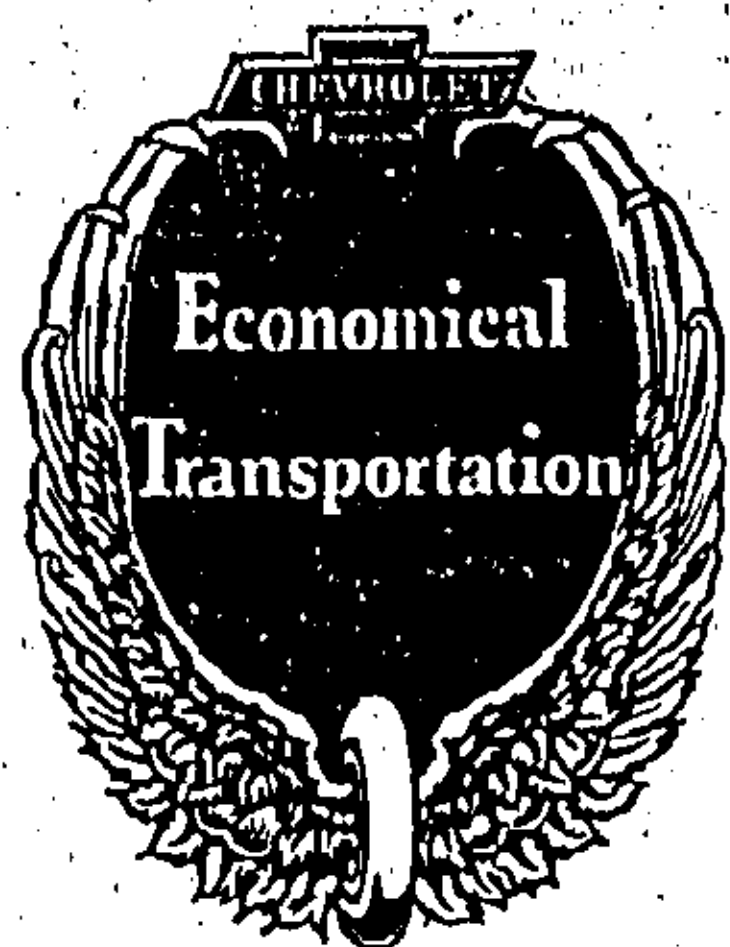
BUMPER AND NUMBER
PLATES.

The Automobile Association has received information of cases where motorists have "bumpers" fitted to their cars in such a way as to obscure the Registration Number Plate. The A.A. therefore suggests that motorists take all precautions, when

IMPORTS FEW CARS.

In 1926, Austria imported from the United Kingdom only 10 automobiles. The total importation for that year was 918 cars.

having bumpers affixed, to make sure that they are attached in such a way as to leave the number easily distinguishable.



THE NEW CHEVROLET IS HERE

!!!

Comparison of the new 1928 Chevrolet line with other makes in its price class at the New York Automobile Show brings out two salient points.

The increase of four inches in wheel-base has enabled the Fisher Body engineers to obtain a much better appearance between the height and length of the car. The new Fisher closed bodies are roomier, wider doors make it easy to get in and out of the car, and new beautiful upholstery material blends with a really beautiful Duco finish. The Sedan body is approximately three inches longer and the Coach five inches longer. The rear end of the roof on the Sedan, Coach, Landau and Coupe has been rounded off to improve the appearance. The Fisher V. V. windshield has been placed in the Cabriolet and Landau, and all have new and very attractive colours.

Inside, the bodies have greatly increased leg room and greater comfort. All the body fittings; regulators, remote door controls and locks have been improved in appearance and given a luxurious touch. The cars are low with no sacrifice of road clearance, and the lines are continuous and pleasing, with no break in the line from radiator to tail light. They have a rich, substantial beauty and good taste throughout. With real beauty, every convenience and comfort feature that can be desired, plus performance that will match many much higher priced cars, they offer exceptional value.

Chevrolet competitive position by comparison is unquestionably stronger than ever. Only the best resources of General Motors and the mammoth Chevrolet manufacturing facilities could make possible so dependable, so modern a car at such low prices. The many manufacturing advantages of the Chevrolet Motor Company that are absolutely unique in the low price car field are fully realized in the new models. The savings made as a result of these unique advantages is passed on to the public, offering the greatest dollar for dollar value in the history of the motor car industry, and providing a car with a lower passenger mile cost than any other car in the world—regardless of size or price.

**COME IN
SEE THEM!
DRIVE THEM!!
BUY THEM!!!**



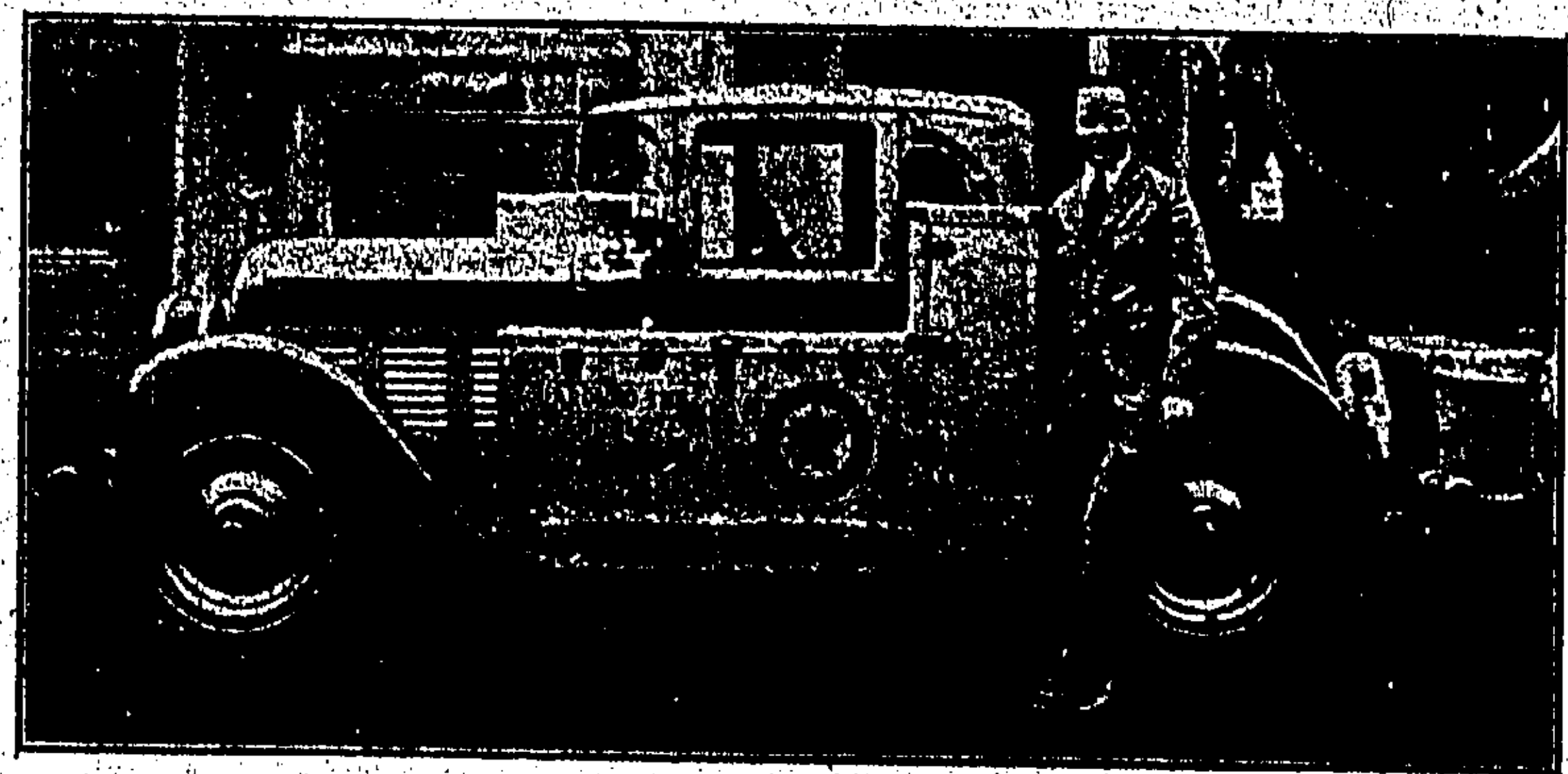
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TO TOUR THE WORLD. Unique Journey in Super Ford.



With 20,000 miles of road ahead of him, and 12,000 miles of travel faring by water, Mr. Allen Isaacson, who passed through Hongkong last week, has started from Shanghai, on a unique journey.

Superior, Wisconsin, is the goal of this 32,000-mile journey, and it will be made via Europe. The first leg of the journey was by water to Manila, but there Mr. Isaacson will drive from the pier in his special made Super Ford car, manufactured by himself and equipped especially for the trip he has planned.

Eight months will be required for the trip that will take the adventurer through over 2,000 cities, and before the eyes of around five million people.

"The purpose of my journey is for pleasure," Mr. Isaacson says, "on a tour of the most important parts of the world. As time is unlimited, I shall have no cause to omit a bit of it. The only thing which could stop me would be illness, or loss of the motor car through ship-wreck; fire, theft, or some other uncontrollable factor. I am in excellent health, and expect no lapse on that score."

The trip by sea to Manila will put 1,130 of the water miles behind him. Then in his Super Ford, Mr. Isaacson will drive to Baguio and back to Manila, and then in the vicinity of Manila, covering 700 miles. After going 1,400 miles by sea to Singapore, Mr. Isaacson will drive 500 miles to Penang to embark with his car again. This time, after 1,540 of the sea miles are made, he will land at Calcutta and drive 1,000 miles to Bombay. From Bombay a water journey of 2,900 miles looms. Port Said is the destination. When it is reached, the traveller plans to drive up the Nile to Athens, Egypt, and return, with 2,000 miles to his credit on this jaunt. After another 1,200 miles by sea, from Alexandria to Tunis, Mr. Isaacson disembarks with his auto and drives 2,000 miles from Tunis to Gibraltar, gets ferried across to Trafalgar, and drives the 500 miles to Madrid. From Madrid to San Sebastian, France, he does another 500 miles.

San Sebastian to Marseilles (500 miles), is next, and the drives that will follow are: Marseilles to Genoa, 400 miles; Genoa to Rome, 500 miles; Rome to Milan, 600 miles; Milan to Berne, 400 miles; Berne to Munich, 400 miles; Munich to Frankfurt, 400 miles; Frankfurt to Berlin, 700 miles; Berlin to Copenhagen, 600 miles; Copenhagen to Oslo, 500 miles; Oslo to Stockholm, 400 miles. Coming back to Copenhagen the Super Ford will travel 900 miles. A 700-mile trip will be made from Copenhagen to Amsterdam; then Amsterdam to Brussels, 200 miles; Brussels to Paris, 300 miles.

In the vicinity of Paris Mr. Isaacson expects to travel 800 miles. The trip from Paris to Calais will cover 200 miles.

In England he will pass from Dover to London; then to Liverpool and Southampton.

Here Mr. Isaacson will embark for the 3,100-mile trip over the Atlantic. From New York City he will head up for Boston, then to Philadelphia, Pittsburg, Detroit, Chicago, Milwaukee, and then—Superior!

Mr. Isaacson will have circled the world when he comes to Detroit, for he was there previous to his departure from the States for the Orient.

The Car.

Not even the new Ford, with all its fittings and luxury, anything like approaches Mr. Isaacson's Super-Ford, which has long been the envy of all Shanghai. Never was "Lizzie" so effectively camouflaged; for his world trip, which will take him 20,000 miles by land and 12,000 miles by water, amazing features have been added to the car.

Wardrobe, trunk, kitchen cabinet, ice box, camp cot, tent, trunk for linen, radio with loud speaker, gramophone, typewriter, a complete dressing room with all privacy, even a bath have been tucked away conveniently in the car, while all sorts of improvements have been introduced in order to make the car able to stand the wear and tear and different climates it must pass through to reach its objective.

Layer of Cork in Roof.

In preparing the car for this journey, many things had to be added. A two inch layer of cork was put in the roof of the car to keep out the sun's rays in India and Africa; the fenders, running boards and axles all had to be reinforced for heavy duty, the bumpers strengthened and extra places for spare tyres had to be added.

The engine is a 1927 Model T, Ford make, but has been completely rebuilt and equipped with overhead valves and an extra oil pump to insure sufficient lubrication, a water pump to prevent heating in mountainous country. Boche ignition, a special hoplite carburetor and a gear shift, so that it is difficult to recognize the original Ford engine.

Roast Turkey Possible.

The running boards have been fitted with a complete set of trunks for equipment. One trunk holds a kitchen cabinet, containing a gasoline stove, oven, dish pans, cooking utensils, dishes, cutlery, ice-box, bread-box and vegetable bin complete for preparing anything from scones to roast turkey.

Another trunk contains tents that may be fastened to the side of the car to be used as an awning, a dressing room or a shelter, a camp stool, shovel and axe.

On the opposite running board is a wardrobe trunk which holds sufficient clothing for the entire trip. There is also a trunk on the same running board which is used as a linen closet. In the rear of the car is a luggage carrier, which contains bedding, seat covers, rain coats, and tarpaulins.

Another trunk contains a radio, with loud speaker, a gramophone with records, and a typewriter. There is also a metal bathtub of convenient size, which fits into one of the trunks. There is a tool box under the floor of the car, which contains a complete set of tools for overhauling the car, and most of the spare parts that are likely to be needed in an emergency. There is a fire extinguisher in a convenient place, weed chains for all four wheels, and a drum that can be attached to a rear wheel, with 50 ft. of cable which can be used to pull the car out of the mud under its own power, should occasion require. There are also four lifting rings that may be applied to the wheels of the car for loading aboard ship at ports where there are no loading facilities. In addition to this, there is a set of dies for making gaskets, should one burn out and others not be available; and also a vice, emery wheel, drill, and a set of wood working tools.

Afternoon Tea.

The inside of the car is completely upholstered in red leather and the seats are slanted at the proper angle to give minimum fatigue over long periods of driving. A desk is attached to the dashboard for holding maps or a typewriter or even may be used for serving afternoon tea.

At night, the seat may be moved forward and the back cushion laid flat on the floor, and the dicky seat brought forward to make a smooth bed throughout the length of the car, cushioned with deep upholstery. There are electric lights in the tonneau, as well as in the coupe. The windows may be lowered and screens inserted to give ventilation and yet keep out insects.

The dressing idea is distinctly good. "In the morning it is only necessary to step out of the car into the dressing room, with all the privacy of home, open the wardrobe trunk, lay out the linen, pull out the bathtub and listen to the morning news over the radio," Mr. Isaacson stated. "Then walk to the other side open the kitchen cabinet and after a brace of ham and eggs, close the trunks and I am off on another link of my 30,000 miles trip."

ENGINE AIDED BY WEIGHT.

Cars That Prefer a Double Load.

[By Capt. E. de Normandie.]

A correspondent who has recently acquired a new model four-seater of popular make asks for an explanation of what is termed "an extraordinary paradox"—though, in fact, it is an experience not infrequently encountered.

"Not only I," she writes, "but all my friends agree that the car runs better and pulls better when it has four people in than when only two. How can a car climb a hill better with double load?"

As expressed in so many words, the query does read like a paradox—and I hesitate to accept unheeded information as to improved hill climbing in the circumstances stated; but it is conceivable.

On the other hand, it is by no means infrequent for a car to run better with four people aboard than with two.

But when it does so it obviously means that there is something wrong in the State of Denmark, so far as the two-up car design is concerned.

More Efficient.

There are several reasons why a car with four people may run better than the same car with only two. The most potent is the "efficiency condition"—reached by the engine in the respective circumstances.

If one is running light with two people aboard, it may happen that the work required from the engine is not sufficient to "warm it up" to a high efficiency point.

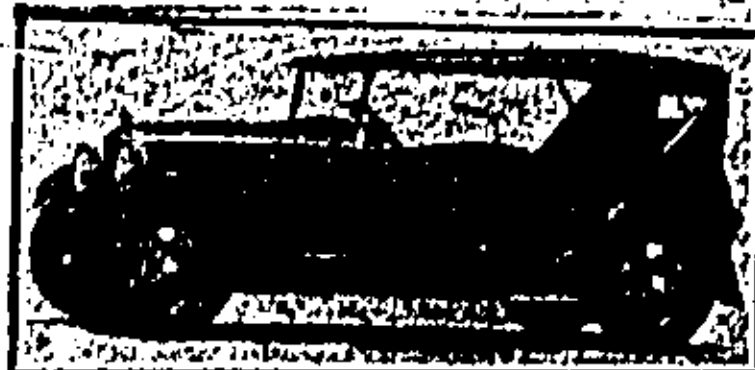
If, in the otherwise same circumstances, two additional passengers are added, further work is unquestionably demanded from the engine—but in giving the extra work the motor may warm itself up to a higher efficiency, thus appearing to make it prefer a load of double weight.

Other contributory causes are items such as the suspension and the angularity of the tail shaft. A small car cannot be properly sprung for two and four people at the same time, and the smaller the car the greater the discrepancy.

If the suspension and tyre alignment, also wrong for the weight of two people, they probably become much better with an increased load. Similarly the addition of passengers in the rear seats may render the "working angle" of the tail shaft more efficient.

For these reasons it not infrequently happens that a car actually does run more "happily" when fully loaded—and, sometimes, even more economically.

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WIPE OFF WINDSHIELD.

The car owner who makes it part of his routine to wipe off the windshield every morning and evening assured himself of better visibility the next time it rains. The most effective windshield cleaner requires considerable time before it can clean a glass that is speckled with dust. If the cleaner is called upon to wipe off any

TREBLE EXPORTS.

Gasoline mixed with benzol, as used by German motorists, has more than trebled the export of that product from the United States to Germany.

USE DASH LIGHT.

The instrument board is a bulletin board and the constantly changing reports it brings from various vital parts of the car should be of the greatest interest to the driver. This is the best argument that can be mustered against the practice of some individuals who drive with the dash light turned off. This light, now in-

SWEDES IMPORT CARS.

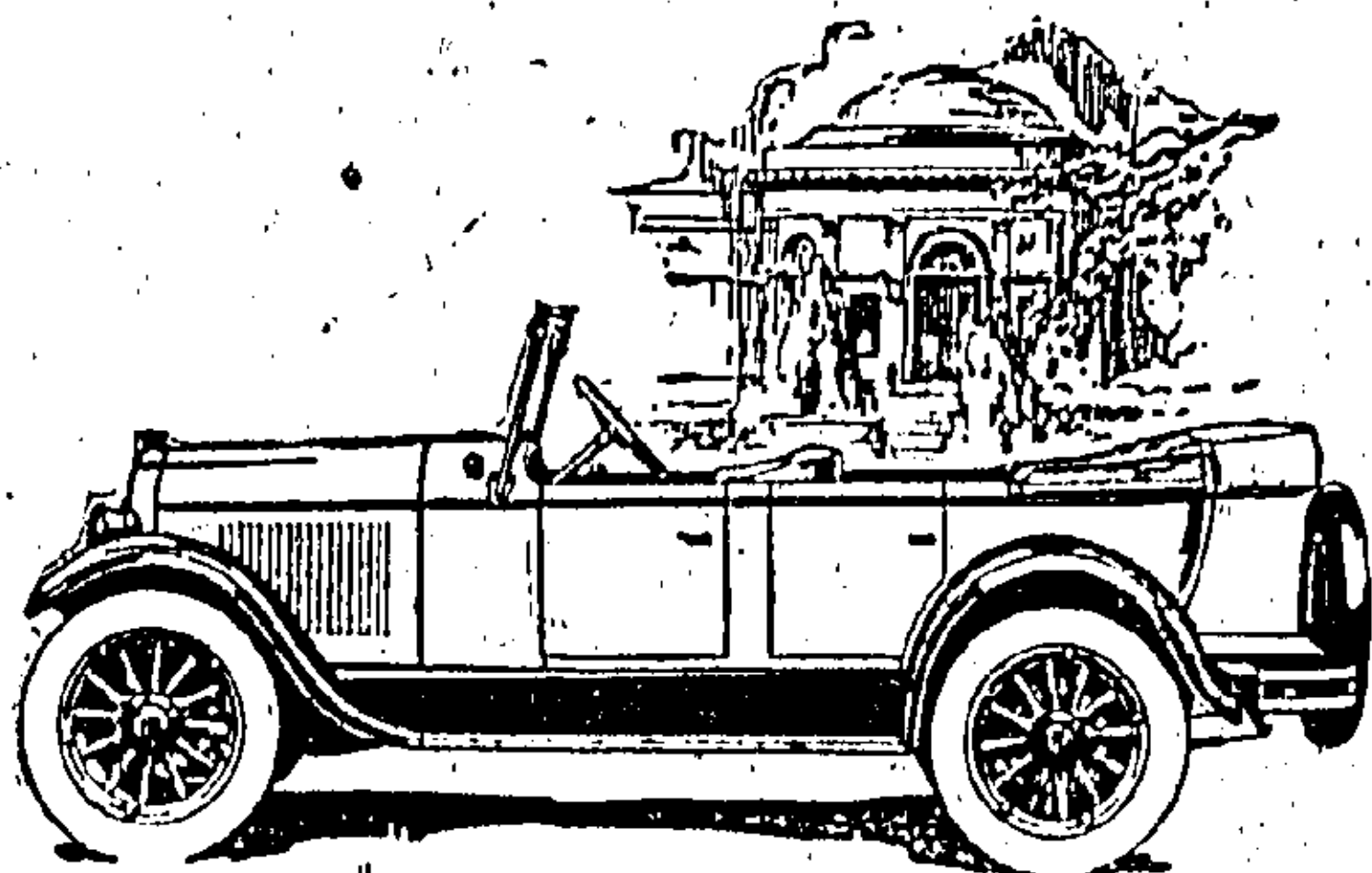
The motor transport needs of Sweden will necessitate the importing of 18,000 motor cars during the present year.

direct on a majority of makes of cars, offers no obstacle in the way of glare that cannot be overcome with ease. The light never should be off at night.

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Sedan (2-door)	5-seater	1,250
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Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

Too Close Valve Adjustment.

Too loose valve adjustment—too much space or clearance between the ends of the valve-stems and those of the push-rods—while it involves clicking noise and, if excessive, some reduction in engine power, is a much less evil than too tight adjustment—the lack of some free space or clearance between valve-stems and push-rods, during the period in which the valves should be fully closed. Valve parts always tend to wear to a loose adjustment, never to an overtight one, but when ever valves have been ground and even sometimes when the cylinder-head has been removed and replaced merely, there is likelihood that valve adjustment may become too tight, through the incidental taking up of all clearance. This may prevent the complete seating of some of the valves and cause them to leak gas sufficiently to spoil the performance of the engine or even to prevent its being started. Grinding a valve deeper into its seat, brings the bottom of its stem nearer the top of its pushrod and, unless this change is counteracted by adjusting the top of the pushrod slightly lower there may be no clearance left at all and the valve will hold open and leak. An engine with valves that thus never completely close, is often very hard or impossible to start, for an unseated inlet-valve will allow the charge to escape on the compression stroke and a leaky exhaust valve will permit an air leak that renders the mixture too lean to ignite. Even if an engine with imperfectly seated valves is started, a cylinder the exhaust valve of which is holding open, will fire only at times and when it does fire, its exhaust valve will be sealed and warped by the flaming gas, prematurely escaping past it. A single inlet valve holding open will entirely defeat normal carburetion and charge distribution, may cause backfiring into the intake and is likely to cause the engine to stall incessantly. Even though a perfect grinding job has been done on exhaust-valves, if any of them are kept from seating fully through faulty adjustment, the effect of the grinding will soon be lost, as their faces and seats will become burned, fused and seized. Every time valves are ground and even every time the cylinder-head is disturbed, as soon as the head stud-bolts have been fully tightened, each valve should be inspected—with the crankshaft in the position in which it should be closed—to see that there is as great clearance between its stem and its pushrod as the manufacturer recommends, usually from 0.004 to 0.010 inch, measured with the engine hot, by means of a thin strip of metal or feeler of the required thickness. A valve-grinding operation, unless it is followed up by a careful adjustment of valve clearances, is likely to do more harm than good.

Interrupted Oil Circulation.

Question.—During the recent extremely cold weather, after starting the engine of my car, the oil gauge would show pressure for a minute or so, and then would stop registering. Can you explain this? The lubricating system works fine in warm or medium cold weather.

Answer.—This trouble is probably due to the use of oil that stiff-

fens unduly when exposed to cold or to oil in which some water has collected. Probably the pump keeps filled for a time, but oil returns so slowly through the fine meshes of the strainer that, after a time, the oil level falls below the end of the oil suction pipe and the pump is not supplied. On the other hand, oil may enter the pump suction at first, but after a time ice crystals may be drawn in and clog the pipe. We don't know exactly what happens, but advise you to try to adopt a more nearly coldproof oil and frequently to draw off, through the drain plug, any water which may have collected in the oil-reservoir.

Question.—I think there is a piston slap in one cylinder of my 1926 engine, is there any way of telling which cylinder it is in, without taking off the head?

Answer.—The cylinder can probably be identified by the use of one of the pump type of engine testers. The suspected piston is set at about half stroke and the handle of the tester operated to give alternate pressure and vacuum, causing the loose piston to tilt and produce a characteristic knock. It can probably be located also, by short-circuiting spark-plugs, with the engine running, preferably before it is warmed up. Correctness of the results obtained by the above methods can be further checked by injecting a liberal quantity of very heavy oil into the suspected cylinder through its spark-plug hole and immediately running the engine. If the slapping ceases, due to the cushioning effect of the heavy oil, it may be inferred that the piston in the cylinder under treatment is the loose one.

90-MILE MOTORWAY.

Birmingham to Liverpool Scheme.

Traders of the Midlands are much interested in a proposal to lay down a big motor-way from Birmingham to Liverpool in order to link up the industrial areas of the West Midlands with the sea. The road will be 90 miles long, will cost £6,000,000, and will, in the course of its construction, find employment for 10,000 men.

It has long been the dream of Midland industrialists to obviate the delays and hindrances experienced in existing transit by establishing a means whereby their merchandise could be taken direct from their factories to the port. Hitherto the only scheme that has appeared to be at all practicable has been the development of the existing canals, and for something like twenty years various proposals for connecting Birmingham with the sea, either by way of the Mersey or the Severn, have been the subject of exhaustive inquiry. Nothing definite, however, has resulted, and just as the whole matter had come to be regarded as hopeless, and business men were predicting the migration of big industrial concerns from inland areas to more convenient sites nearer the coast, there is evolved a scheme which is infinitely more acceptable than the development of the waterways, and which is being heralded by traders and local authorities in the Midlands with equal enthusiasm.

The idea is to start the road as near the mouth of the Mersey as possible on the Birkenhead side, and continue it by way of Chester, Crewe, Newcastle-under-Lyme, Stafford, Penkridge, Wolverhampton, and Stourbridge, to Birmingham. The road will be constructed specially to meet the needs of heavy transport, and will contain neither serious curves nor serious gradients. The road will to all intents and purposes be exclusively a traders' route. It is proposed to make a levy of one farthing per ton, over all, on all vehicles using the motorway, a charge which, it is claimed, will represent an appreciable saving on the present transport costs. Moreover, there will be a considerable saving of time, as it will be possible for the return journey to be undertaken in at least half the time of the single journey under present arrangements.

The scheme has already been discussed at a preliminary meeting of representatives of leading business concerns and local authorities in the Midlands, under the chairmanship of Sir Francis Joseph, and a further meeting is to be held shortly in Birmingham, at which all the local authorities and all the industrial and financial interests in the Midlands will be represented.

OPENING AND CLOSING OF VALVES.

AN EXPLANATION OF
OPERATIONS GIVEN.

[By Frederick C. Guerrich.]

Many people, even auto mechanics, are of the impression that the inlet valve of the engine opens the moment the piston is at the top of its stroke ready to go down on the suction stroke and closes immediately upon completing this stroke; that is, that it opens on top dead centre and closes on bottom dead centre. This is not the case.

The usual practice is to have the inlet valve open slightly after the piston and, therefore, crank pin has completed this stroke and has travelled upward on the next, or compression stroke, about one-sixth of the upward travel of the crank pin, when it is closed.

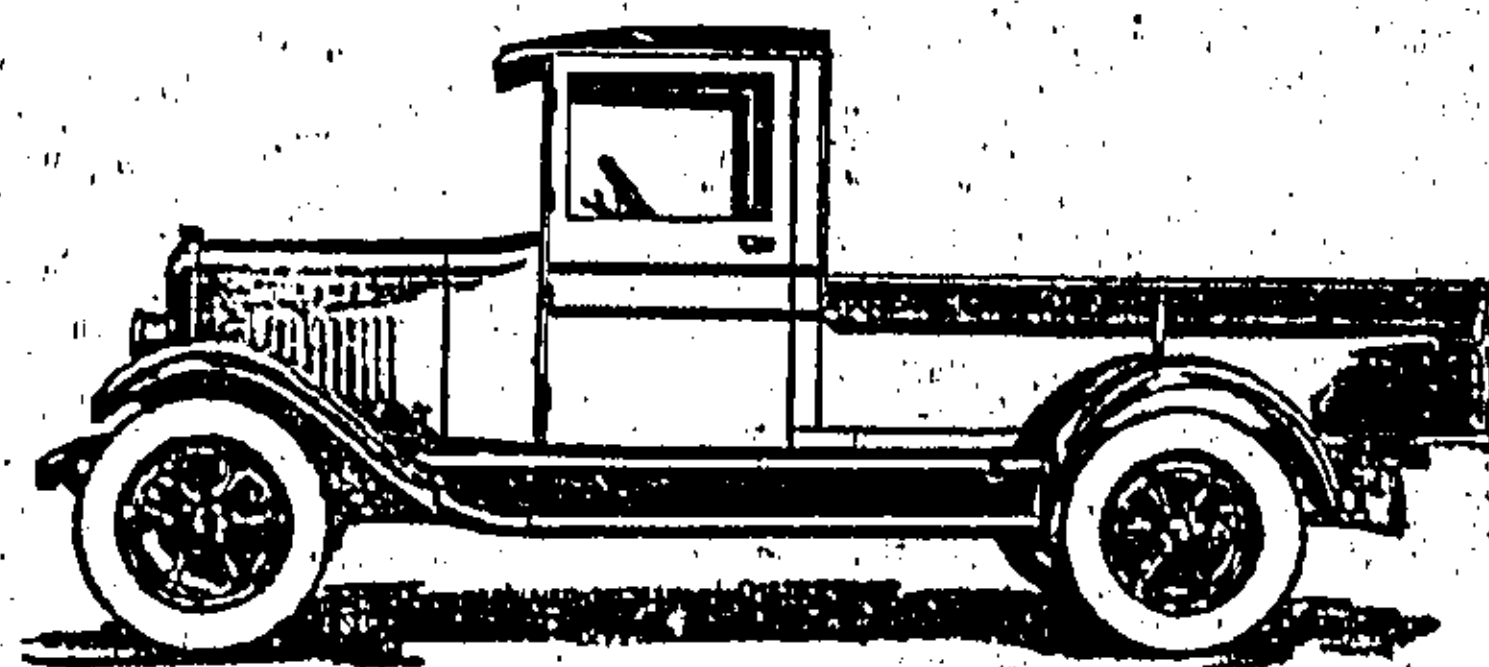
The reason for having this valve open so long is due to the great speed of the engine. Many engines make about 1,200 revolutions in a minute when the car is travelling thirty-five miles an hour. From this you will see that the piston makes each stroke in about one-fourth of a second.

This is a very short space of time, and you can readily understand that, as the incoming gases must pass through pipes and a valve, which tend to throttle or check their passage, they must have time enough to get into the cylinder. It is to give the gases time enough to enter the cylinder that the inlet valve is held open for the extra one-sixth of the crank pin travel as mentioned above.

Because of the great engine speed, the exhaust is also opened for a comparatively long time, it being opened when the crank pin has still to travel one-sixth of the way down on the stroke before the exhaust, or on the power stroke. It is held open for the full upward exhaust stroke and slightly after completing this stroke.

The reason is this. The gases, after explosion, are under a very high pressure, and while they lose most of this pressure in pushing the piston down, when the power stroke is completed they will still be under considerable pressure. Now, if there were still to be pressure in the cylinder when the piston starts on its suction stroke, there would be no suction due to the downward travel of the piston, as the old gases would simply expand until their pressure was gone. So you see that there must also be considerable time allowed to let the exhausted gas lose its pressure, or, in other words, come to atmospheric pressure. Thus, the valve

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is opened about one-sixth of the way before the beginning of the exhaust stroke.

From the above we see that the inlet valve opens when the crank pin has travelled about ten degrees past top centre on the suction stroke and closes about thirty degrees after the crank pin has completed the suction stroke and is on the compression stroke. The exhaust valve opens about thirty-five degrees before the beginning of the exhaust stroke and closes about five degrees after the com-

pletion of this stroke.

To set the valve timing gears after they have been removed, proceed as follows:

Remove the gear (or chain, if chain drive) and then bring the piston to top dead centre and a very slight amount beyond, and replace the gear.

Generally the gears are marked. There will be a mark on the tooth of one gear and a mark at the root or hollow of the other. The marked tooth should mesh into the marked hollow.

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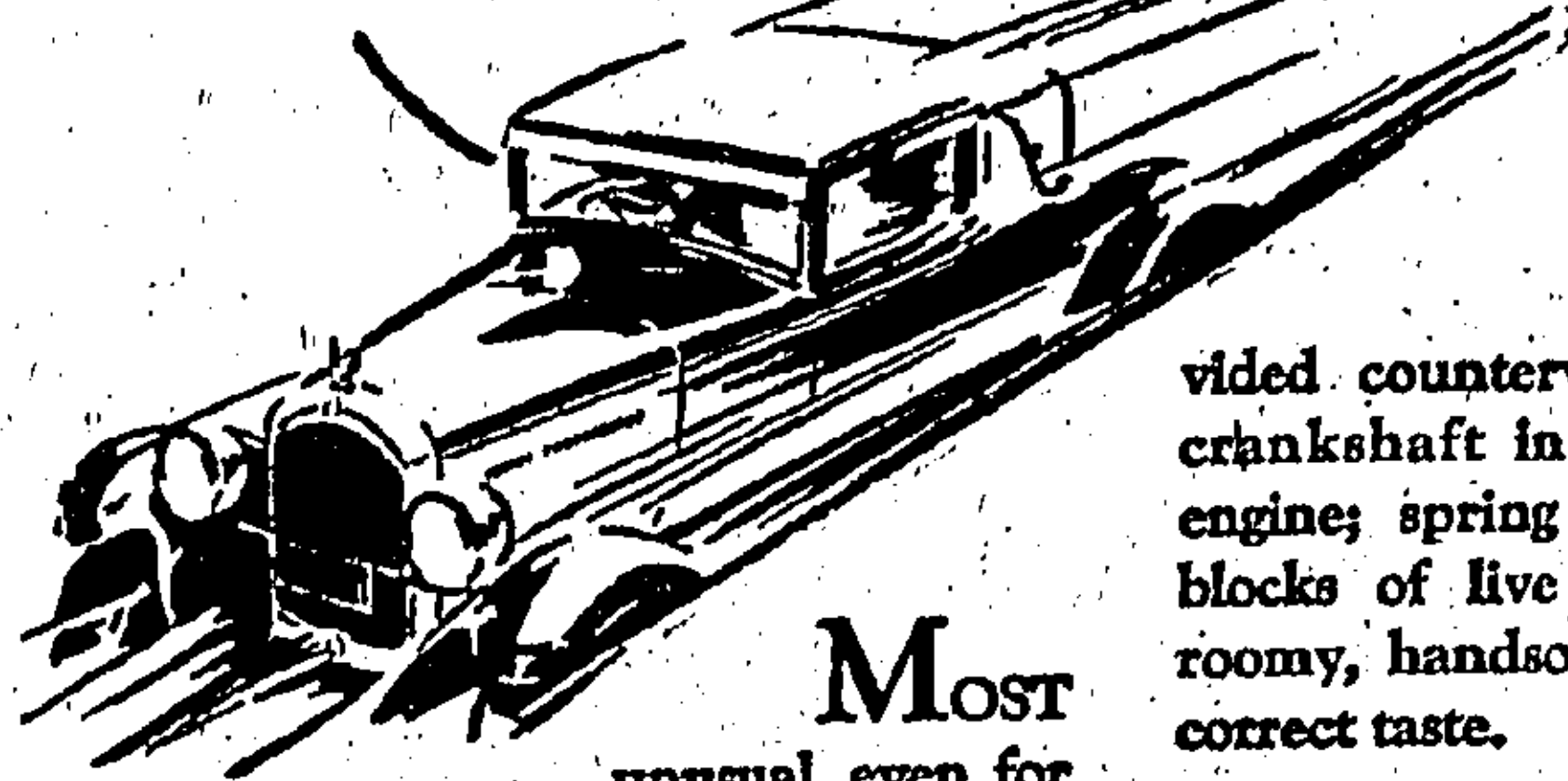
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NEW YORK'S BAN ON "MAYA"

THEATRE CLOSED UNDER "PADLOCK LAW."

Miss Gwen Frangcon-Davies, the actress, who played the name part when "Maya" was produced privately at the Small Gate Theatre Salon, under Charing Cross Station, was not surprised when she learnt that the New York police had banned the play and shut up the theatre under the "Padlock Law."

"Maya" deals in fourteen scenes with daily incidents in the life of a woman of the streets. "I do not think for a moment that the play is suited to production at a commercial theatre," said Miss Frangcon-Davies. "The gallery, and those who go to the theatre simply for entertainment, would not understand it."

"All the same, I cannot see for a moment how anybody can say that the play is in any way indecent. One is compelled to realise the extreme beauty and the real inner meaning of the play."

"The qualifications of the police for taking such action are completely beyond me. Possibly they have acted on the complaints of one or two Mrs. Grundys. Well, the theatre is not for Mrs. Grundys or early Victorians. Many intensely conventional people, including my mother, who saw the play, told me that they were quite cold with horror at some of the passages, but they acknowledged that its beauty was such that one could not possibly take offence at it."

"The truth is that human nature always resents anything new. 'Maya' is only a repetition of Shaw's 'Mrs. Warren's Profession.' Even Wagner's operas were attacked on the same ground. 'Maya' is not an entertainment; it is not for people who want to fill in a couple of hours after dinner; it is a stimulating mental exercise."

"Our own Censorship sometimes can be very annoying, but it works far better than any body of police possibly could. They permit the most awful and immoral plays to appear, and then step in because another play is simply unconventional—something new. These aspects of life, such as 'Maya' deals with, exist, and it is blind foolishness to try to shut one's eyes to them."

CHEAPER LIGHT AEROPLANES.

DROP IN PRICE FOLLOWS HINKLER'S FLIGHT.

While Mr. Hinkler's flight to Australia in a light aeroplane was being talked about everywhere something of a surprise was caused in the air world by the announcement of a large reduction in the price of a popular make of light aeroplane.

The De Havilland Moth two-seater can now be bought, fully equipped with instruments, outfit of tools, covers for engine, airscrew, and cockpit, fully taxed and registered for one year, and painted in the owner's choice of colours for \$650.

Mr. St. Barbe, business manager of the De Havilland Company, said that the reduction had been made possible by the increased output. They were now turning out one Moth machine a day. A year ago they were only turning out three machines a fortnight.

An inspection of the works revealed a development almost exactly parallel to that of the motor industry. The systems of series production are the same, and so are the arrangements for providing owners with service and spare parts.

Orders by Flying Clubs. A number of Moths for Canada were in course of construction. These machines have been ordered by the five flying clubs that have just been formed out there. The machines are painted yellow, because it has been found that, in that colour, they show up best against a background of snow.

Out on the aerodrome were the six Moths just completed for the Air Ministry.

The Moth, it may be recalled, is fitted with exactly the same kind of Cirrus engine as that used by Mr. Hinkler.

WOMEN EATING LESS CHOCOLATE.

MORE SPENT ON HAIR-DRESSING.

The consumption of chocolates by women is stated to have declined, and this is attributed in some measure to the cult of the cigarette and the present-day cost of ladies' hair-dressing.

Mr. T. Lazenby, director of a firm of Hull confectioners, discussing the matter at a social gathering given to employees, said the cost of hairdressing represented a considerable amount. Personally he had been astounded to learn from girls that they were spending two shillings a week on their hair. Smoking and other pleasures

CANBERRA AND ITS CRITICS.

IS IT TOO HIGHLY ORGANISED?

The whole of the continent is now watching the efforts that are being made to establish the Federal Capital of the Commonwealth at Canberra. The enterprise is a practical experiment in community life, the success of which will depend upon the extent to which human nature, with all its complexities, exerts itself.

Canberra, 202 miles from Sydney by rail, 533 miles from Melbourne by rail, and correspondingly greater distances from the other capitals—has been established as the national centre of the Commonwealth; millions of pounds have been spent in the erection of temporary Parliamentary and other Government buildings, in the construction of roads, water sewerage, and electricity systems; houses have been built, businesses established; an elaborate system of local government by Commission has been set up; and now, miles away from anywhere, buried in the bush, there has sprung up a city in the making, the inhabitants of which are mostly politicians, public servants, pressmen, and pick-and-shovel workers.

They pay taxes, but have no votes; their lives are regulated by the Federal Capital Territory Commission, with its accompaniment of officialdom, red tape, and ordinances; and the nearest hotel (the summer temperature of Canberra is about 100 degrees, while the winter climate resembles that of England) is about nine miles away, at Queanbeyan, in New South Wales.

A Vigilant Dora.

The trouble about the place is that it is too highly organised, not only as regards the conduct of the essential services of civilised life: even the private life of the individual is more, rather than less, subject to the discipline of the ever-present Commission. For example, public servants who are employees of the Commission may, if they can afford it, lease or rent a Commission cottage, or they may board at a Commission hotel or guest-house. But Bill Jones, single, the junior clerk, has to live at the bachelor's quarters; Tom Brown, who earns a little more, has to reside at the Hotel Ainslie, where the tariff is higher; and so on. No one can own land in the territory. The best one can get is a ninety-nine years' lease.

Even the sporting and social life of the residents comes under a form of Commission supervision, as every club and association of this nature has to affiliate with the Canberra Social Service, which is a very live phase of the Commission's activity. The Social Service runs the football, cricket, tennis, and other clubs; it controls the Philharmonic and the Arts Society, the mothercraft centre, and nearly everything about the place.

Australia is spoken of as "the land of vast open spaces," and the designer of Canberra had this in mind when he decided on the layout of the city. There is the temporary Parliament House, which cost about £1,000,000, in the centre of the capital, and round it are strewn the various centres and suburbs in a manner quite in accordance with the traditions of "our far-flung Empire." The shopping centre, Kingston, is situated to the east of Parliament House, while the commercial centre is to the north. The air line between the two places would not be much more than a mile, but the actual distance by road is two or three times that. The reason for this is that there are no straight roads in the Federal capital—every roadway is a graceful curve thickly hedged with trees, which may present a problem to motorists when they grow up.

A "Dry" Territory.

Then there is the drink question. When Mr. King O'Malley was the Minister for Home and Territories, and Canberra was merely a collection of workmen's camps, he decided that if drink was abolished from the Federal Capital Territory the work would be carried on more expeditiously and more economically, so an ordinance was passed prohibiting the manufacture or sale of liquor within the Territory. And nominally the Territory has been dry ever since. But Queanbeyan, which boasts six hotels, is only nine miles or so away; there are more than 900 motor-cars registered in the Territory; and the price of beer in Queanbeyan is only 2s. a bottle. The ordinance does not prohibit the drinking of beer, nor do the Canberra residents mind the distance they have to travel to get liquor or the price they have to pay for it. And, despite the fact that the New South Wales laws compel the closing of bars at 6 p.m., one can always get a drink in Queanbeyan up till midnight.

were also having an effect. They were cutting down their dress expenses, and the average girl had little left for confectionery, but he was convinced that the modern girl could discover that chocolates eaten in moderation would assist her in her desire to attain the perfect form.

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WHEN DO YOU ENJOY YOUR CIGARETTES MOST?



Some say one time,
Some say another;
BUT
ANYTIME.

is the time
for a

CAPSTAN

Sold
Everywhere

Lighthouses controlled entirely by mechanical means are planned for the English coast. More than 280,000,000 gallons of milk are conveyed annually by

British railways.

A Russian airman-inventor is preparing to build a man-carrying "bird" of featherweight metal alloys. The wings will be flapped

and receive a "feathering" motion by apparatus worked by the pilot's arms and legs. Britain has 1657 woman magistrates.

The Very Idea!

The following story was told by Lord Riddell when speaking at the Edinburgh High Constables' dinner in Edinburgh.

In the course of a funeral oration an American parson said that no doubt the dead man "was happier where he was now than when he had been on earth."

A woman in the congregation here interrupted with, "I am the widow of the deceased and have been in spiritual communication with him, and from what he has told me that statement you have just made is inaccurate."

The minister, though somewhat taken aback, quickly answered, "I have been preaching for a good many years, and have delivered 2536 funeral orations, but this is the first time I have ever had back-chat from the corpse."

Round one of the goals in a football match a surprising number of black cats hovered loyally. This strange plurality of lucky mascots amazed a visitor to the extent of questioning a nearby spectator.

"Then ain't mascots, guv'nor," he was told. "We always have them about when our fishmonger keeps foul."

"I think there is company downstairs." "Why?" "I just heard ma laugh at one of pa's jokes."

London magistrates in an assault case: Did you see him strike this man?—Girl witness: No, but he gave him a most horrid look.

Willenden magistrate: Is your husband cruel to you?—Wife: I give him no chance. I saw him with a dagger in his hand, so I barricaded myself in the sitting-room.

Woman at Willenden: My husband brought a friend home, and because I did not like him, and ordered him out, my husband has never forgiven me.

Solicitor at Bury St. Edmunds County Court: The defendant was riding her motor-cycle with her mother as pillion passenger. The judge. An unusual combination.

An American reporter was sent recently to interview a negro who had just attained his centenary, and asked him if he had ever seen Abraham Lincoln. "No, sah," the centenarian replied regretfully, "Ah used to 'membah seeh' Massa Lincoln, but since I joined de African Methodist Church Ah doan 'member seeh' him no moah."

One day, in the King's Bench Division, Mr. "Tim" Healy, K.C., ex-Governor-General of the Irish Free States, was in ardent and racy argument with another "silk" in a libel suit about the admission in evidence of certain documents, when the Judge called attention to a curious "rasping" noise at the back of the Court. Mr. Healy looked round inquiringly and then, no reason being apparent for the disturbance, declared with an eloquent gesture, "My Lord, I think it must be my learned friend 'filing' an affidavit."

One by one, the power of the different senses is being multiplied by the million. It is not merely the voice that can cover hemispheres: the ear at the telephone can hear America, and Mr. Baird's experiments afford every prospect of a similar triumph for the eye. Only the sense of touch remains local: perhaps fortunately, for no one wants his tooth to ache in three continents. We shall, in any case, want all the education we can get if the man of the future is to be so tremendously penetrating and influential a creature.

COMPANY REPORT.

HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

The report of the above company for the year ended on the 31st December, 1927, states:

After writing off \$27,078.23 for depreciation, which has been charged in the Working Account, the Profit and Loss Account for the year 1927 shows a debit balance of \$52,029.93. This, added to the debit balance at the end of 1926, namely, \$461,384.97 makes a total adverse balance at the 31st December, 1927 of \$514,014.90 which it is proposed to carry forward.

Directors.—There has been no change in the Directorate during the past year. Sir Robert Ho Tung, K.C., and Mr. J. T. Bagram retire by rotation and, being eligible, offer themselves for re-election.

Auditors.—The accounts for the year have been audited by Messrs. Lowe, Bingham and Matthews, Chartered Accountants, who being eligible offer themselves for re-election.

FIRE IN PRINTING SHOP.

ORIGINATED FROM NITRIC ACID.

Fire broke out in the Wing Fat Printing Shop, at 3, Hing Fat Street, Whitfield, at 11 o'clock Thursday morning.

It appears that a coolie had moved a case containing nitric acid from one part of the shop to another, without knowing the dangerous nature thereof, and presumably one of the jars got damaged. Very soon smoke and fumes were seen issuing from the case, and a fire was started in the shop.

Water was poured on the case until the arrival of an appliance from Fire Brigade Headquarters, when the outbreak was finally extinguished.

Although the fire was confined to a very small area, a great deal of damage was caused through the efforts of the foks to deal with the outbreak. It is estimated that the damage done by water to printing materials amounted to \$3,344, which was, however, covered by insurance.

FUTURE STATUS OF TANGIER.

INTERNATIONAL CONFERENCE PROGRESSING.

Paris, Apr. 6. The Conference between Britain, France, Italy and Spain for the revision of the Tangier Statute, which opened at the Quai d'Orsay on March 21st, to consider whether the recent Franco-Spanish Agreement was reconcilable with the International Statute of 1923, has concluded the first part of its labours.

The Conference has drafted provisions for the execution of the Franco-Spanish arrangement and has reached a unanimous agreement. It has also taken the first reading of Italy's desiderata, which will be studied after Easter.

It is stated that the Italian desiderata are strictly confined to Tangier (contrary to reports that they embraced Mediterranean problems generally), and it is understood that they propose wide Italian participation in the various administrative departments of the zone, also in the Mixed Court.

MOTOR-CAR STOLEN.

THEFT OUTSIDE OWNER'S RESIDENCE.

Another report of the theft of a motor-car has been made to the police.

Captain Evers, who lives at Flowerburn, Stubbs Road, on returning home at 10.30 last night, left his car outside the house. When he came out half-an-hour later, the car had mysteriously disappeared.

The theft is being investigated by the police, who were informed that the number of the missing car is 705.

COALFIELDS DISTRESS FUND.

London, Apr. 6. The Fund for the relief of workers suffering through the depression in the coal mines now amounts to £20,000. H.R.H. the Prince of Wales has contributed £250.—*Reuter.*

SOVIET GOLD GOES TO GERMANY.

FAILURE OF FRENCH BANK CLAIM.

INTERESTING SEQUEL.

New York, Apr. 6. A consignment of \$5,000,000 worth of Soviet gold, recently landed in the United States, is being shipped back to Germany.

The incident provides an interesting sequel to the refusal of the United States Treasury to accept the gold for assay and the subsequent move by the Bank of France to attach the gold, on the score that it was French property.—*Reuter's American Service.*

It was on March 6th that the U. S. Treasury declined to accept for assaying the gold bullion shipped to America by the Soviet Government, and consigned to the Chase National Bank and the Equitable Trust Company.

The State Department did not object to the Treasury receiving the gold, but the Attorney General ruled that it was illegal for the Treasury to accept the shipment in view of the embargo against Soviet gold imports since 1920.

Four days later, the Bank of France began a suit for the possession of the gold, alleging that it deposited an equal sum in the State Bank of Russia before the Soviet Revolution.

FRENCH BANKNOTES ISSUE.

SIXTY-BILLION FRANC MARK EXCEEDED.

Paris, Apr. 6. The note circulation having for the first time exceeded the sixty-billion mark yesterday, *Le Matin* observes that the legal limit fixing the maximum note issue at 68,600,000,000 francs is in no wise broken, for the law of August 7th, 1926, authorised the Bank of France to issue beyond this figure all the notes required by buying appreciated monies.

Since then, France has accumulated a stock of dollars and pounds sterling estimated roundly at thirty billion francs.

Furthermore, *Le Matin* remarks that the increase in circulation explains itself by necessities at the end of the first quarter, which are so important that it is economical to renew the accumulated requirements of trade and industry.—*Havas.*

ARTIFICIAL SILK PROFITS.

GERMAN COMPANY DOES GOOD BUSINESS.

Elberfeld, Apr. 6. The report for 1927 of the Vereinigte Glanzstoff shows a net profit of 10,700,000 marks. A dividend of 18 per cent. is proposed.

A further improvement is expected after the completion of the extension of the Company's works here.

The impending activity of the Cologne works and the recently founded Glanzstoff-Courtaulds fusion with the Vereinigte Kunststoffsabrikanten at Frankfurt-am-Main and other artificial silk works has necessitated the Company's capital being increased by 15,000,000 marks to 75,000,000.—*Reuter.*

MALAY FOOTBALLERS ENTERTAINED.

INTERPORT DINNER AT WEST POINT.

The visit of the Malayan Chinese football team who engaged in several matches in Hongkong was brought to a fitting conclusion by a dinner which was given by the Chinese Amateur Athletic Federation at the Kam Ling Restaurant, West Point, last night. Mr. Ng Sze-kwong presided over more than 100 guests, among whom were included Mr. Wong Kam-tuk, Mr. W. E. Hollands, (Hongkong Football Association); Mr. C. W. E. Bishop and Mr. D. J. Purves (Hongkong Football Club); Commander Byron (representing naval football); and the Rev. F. P. W. Alexander.

In proposing the toast to the Malayan Chinese football team, the Chairman referred to the fact that the visit was the first of a Chinese team to Hongkong from Malaya and incidentally it established a record in being the first team to visit Hongkong from places other than China itself. He sincerely hoped that it would be the beginning of visits by others of their countrymen.

The Sporting Spirit. Although Malay lost to Hongkong in the interport, continued the Chairman, the matter of losing was not so important so long as everyone had done his best—(Applause). He had no doubt that those who saw the game were well satisfied and that it was well played. He was sure that the Europeans from whom the Chinese had learned to play football could feel with a sense of gratification that the Chinese had not only learned the game well, but that they had also learned to play it in the spirit in which it should be played.

The Chairman expressed thanks to all those who had helped to make the interport visit such a success, including the various committees, the Hongkong Football Association for their co-operation and advice, and last but not least, he would thank the Services.

Concluding, the Chairman said that the Ho-Ho interport trophy had been won by Hongkong and he asked the captain of the team (Mr. Lal Yuk-tai) to accept it. He then asked Mr. Yee, captain of the visitors, to accept a cup and medals presented by the Federation as souvenirs.

Replying, Mr. Yee expressed his thanks on behalf of the Malayan team to the Hongkong Federation for their welcome and said they would take back to Malaya pleasant memories of Hongkong. There would, further, be a strong bond of friendship of the approved sportsman's type. He also thanked the different clubs affiliated to the Federation for the kindness they had shown.

The Federation, he continued, was a very healthy sign in China to-day—(applause)—as it showed that they realized the importance of sports and games as a means of cementing China into a united country.

Hope of Return Visit.

He went on to say that they were fortunate in having Mr. Ng Sze-kwong as the President of the Federation. Everybody knew that he was a very great sportsman—(applause)—and he felt sure that the Federation would have many years of success. Mr. Lee continued that he hoped when they returned to Malaya to be able to form a similar Federation so that when Hongkong returned the visit, Malayan Chinese might be able to show appreciation of the kindness extended to them in Hongkong.

HONGKONG HARBOUR TUNNEL.

COMMENT BY LONDON JOURNAL.

The boring of a traffic tunnel across the harbour of Hongkong, a scheme associated with the Colony's new source of water supply from the Mainland, will, if found practicable, be one of the greatest engineering undertakings the Colony has ever tackled, says the London *China Express and Telegraph*. Such a tunnel would provide a link between the Island and the Mainland, which no one will under-value who has been marooned during the typhoon season, when all existing services are frequently suspended. It would also afford a measure of relief to the densely crowded City of Victoria, said at one time to house more people to the acre than any other city in the world.

The stretch of water between the Island and the Mainland is an obstacle which prevents many from living in healthier surroundings. Further, the harbour crossing involves slow transport for motor cars, with shipping at one side and unshipping at the other. The question of bridging the harbour has been thoroughly examined and here the uncontrollable typhoon raises difficulties. At its narrowest and busiest point the harbour is three-quarters of a mile wide, and the necessary piers would constitute a grave danger to shipping, while in a wind velocity of over 100 miles an hour it is doubtful if a bridge would attract any traffic at all.

The tunnel scheme appears to have all the advantages. The harbour is not deep and the tunnel itself need not be a greater depth than some sections of the London "Underground." The chief difficulty, as far as one can judge, is to find a terminus on the Hongkong side, without boring to a great depth or adding considerably to the length of the tunnel. This, of course, is a matter for the experts, and whether the scheme bears fruit depends upon the inquiry authorised by the Government.

One remembers another tunneling scheme which interested the Colony some twenty years ago. It was devised by an Italian with a view to populating the seaward side of the Island and relieving the congestion in the City. Perhaps it was the sacrilege of dismembering the Peak which killed the scheme. Anyway, the scheme was shelved at a time when many people thought it the best solution of one of the Colony's greatest problems.

He sincerely hoped that the two places might compete in other branches of sport and he hoped that a Hongkong team would pay a visit to Malaya. He concluded by thanking the officials of the Federation for the cups and medals.

The toast to the guests was proposed by Mr. H. K. Lee, who dwelt on the benefit of moral support from an organisation like the Federation and then spoke on the spirit of sportsmanship which brought their fellow-countrymen from places thousands of miles away.

Mr. W. E. Hollands replied on behalf of the visitors, and congratulated the Malayan Chinese on the sporting game they had played against Hongkong. It showed that they knew football in Singapore as well, if not better, than they did in Hongkong. He further congratulated the visitors on their win against the Army.

Other speakers who dwelt on cultivating the spirit of sportsmanship were Commander Byron, the Rev. F.P.W. Alexander, and Mr. C.W.E. Bishop.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

1. Who is the patron saint of sailors?
2. Which British statesman has a street in Athens named after him?
3. Who are the only persons who can claim the right of burial in Westminster Abbey?
4. Which was the first baronetcy ever given to a doctor?
5. What actor appears in a London revue, among other things as a policeman, a middle-aged bride, a gipsy, a flower seller, and as a character in classical plays?
6. Who was the author of the following: "Write me down, as one who loves his fellow-men?"
7. Where is there a herd of white cattle roaming at large in England?
8. When did Parliament once ordain a fast to pray for more seasonable weather?
9. What was the old name for Fort-cathart?
10. Who is the Master of Trinity House?
11. How many copies of the Magna Carta Indenture are in existence, and where are they to be found?
12. What is the length of: (a) The Panama Canal, (b) the Suez Canal?



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Under the Distinguished Patronage of His Excellency the Governor Sir Cecil and Lady Clementi.

At the QUEEN'S THEATRE, WEDNESDAY, 11th April at 5 p.m. (sharp)

The Misses Aileen and Doris Woods have kindly consented to appear, and will sing their Harmonized versions of "The Rosary" and "In a Monastery Garden."

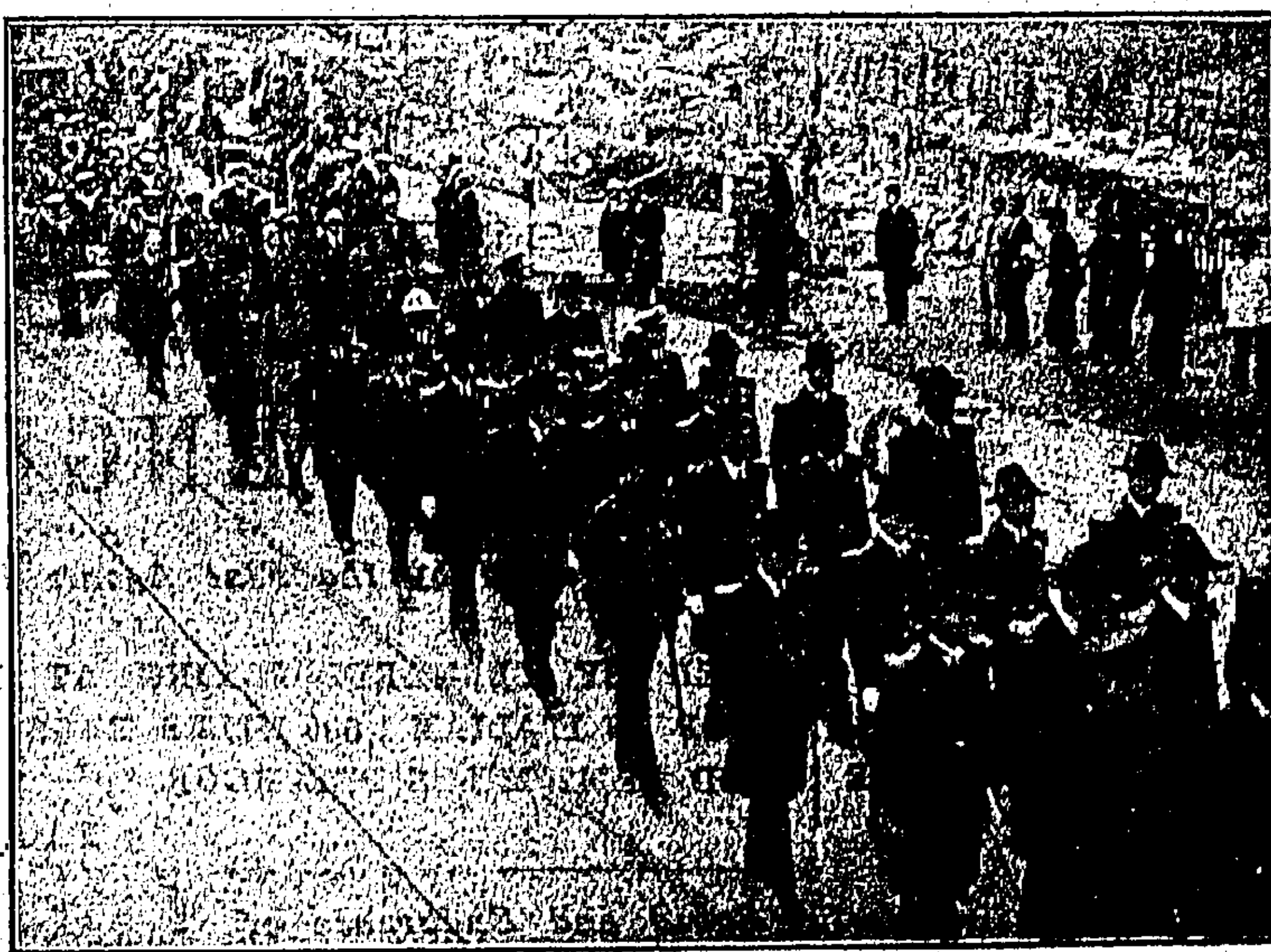
Part of the Proceeds to be given to Earl Haig's Fund and the Nethersole Hospital.

Advance Tickets to be exchanged for booking Tickets and Seats booked at:—

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Dress Circle and Stalls \$3.00
Pit Stalls and Pit \$2.00 and \$1.00
Children, Soldiers and Sailors half price to all Seats.

FUNERAL OF HONGKONG AVIATION DISASTER VICTIMS.



Part of the impressive procession at the funeral on Wednesday of Flying Officer Hale, Lieut. Graham and Telegraphist Jackson, who lost their lives in the Hermes flying-disaster. (Photo: Mee Chung).

Holiday Sports

YOU'LL GET BETTER
EQUIPMENT for
GOLF
TENNIS
BADMINTON

Etc., Etc.

AT
Lane, Crawford's

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from 9 p.m. to 1 a.m.

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SUNDAY April 8th At 5.30 p.m. At 9.15 p.m.	A Revival of the World Famous Farce Comedy "CHARLEY'S AUNT" Special Songs and Dances will be Introduced Children half price to the Matinee.
MONDAY April 9th At 5.30 p.m.	MONDAY MATINEE The Sensational Comedy with a London Setting. "THREE LIVE GHOSTS." Children Admitted Half Price.
MONDAY April 9th At 9.15 p.m.	FAREWELL PERFORMANCE By Popular Demand "THE FAMILY UPSTAIRS" The Great Comedy of Domestic Life.

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THE WORLD OF SPORT

CHINESE DRAW.

REGRETTABLE TACTICS
AGAINST ARMY.

FINISH WITH EIGHT MEN.

[By "Wanderer."]

There are many adjectives which could be applied to yesterday's Lai Wah Cup match between the Army and the Chinese, but I think the one most suited is deplorable. It is to be hoped that a long time will elapse before the Chinese give another such exhibition of bad sportsmanship.

That they had difficulties must be admitted, but there was no call for the reckless conduct which followed the ordering of Tao Kwai-sing from the field, and if they suffered injuries which left them with only eight men for the greater part of the game, it was largely a question of being hoist with their own petard.

The most remarkable thing was that they managed to force a draw with the Army after extra time, and that until five minutes before full-time was up, they looked likely to be winners.

The abandon of the Chinese early on took the Army out of their stride; indeed, it was done so effectively, that they were never working harmoniously at any time. With twenty minutes to go, the Chinese commenced a kicking-out campaign, and reduced the match to a farce. Mr. Barber cautioned Suen Kam-shun and Lo Wai-man for ungentlemanly conduct in this respect, but omitted the chief offender, the goalkeeper, who put the ball into touch from practically every goal-kick. As the Army were constantly attacking, these were many.

Suen Kam-shun missed a sitter for the Chinese fifteen minutes after the opening, but made amends with a wonderful goal from an acute angle three minutes later. The Army had the better of the game almost from that time on, but until five minutes from the end, were unable to score. Eventually a fine goal was scored after a mix-up in the goalmouth.

It was a pleasant goal, not because there was any special merit about the manner in which it was scored, but because it equalised the scores and robbed the Chinese of a victory, which, I should have regretted to see them obtain after their exhibition. The Chinese gain no credit for such unsporting tactics, however much it may appeal to the riff-raff in the crowd.

HUGE CRICKET SCORE.

K. C. C. ALMOST REACH THE 500 MARK.

FINCHER'S CENTURY.

One of the highest cricket scores made by any team in the Colony was the huge total compiled by the Kowloon Cricket Club yesterday in a two-day match against the formidable eleven under the captaincy of H.R.B. Hancock.

The hosts' batted first and occupied the entire afternoon for their innings. Brace and Ramsey set the foundation for the big score by knocking up 109 runs for the first wicket. E. F. Fincher played an excellent innings and compiled 117 runs before being caught by Hayward. Reynolds, Jex and Goodwin made other valuable contributions and at the fall of the last wicket the board showed 493 runs, of which 32 were "Extras." The match is being continued to-day.

The full scores were:

Kowloon C.C.	
W. Brace, b Reed	89
A. W. Ramsey, c and b Owen Hughes	60
E. C. Fincher, c Pearce, b Wales	117
Capt. J. Reynolds, b Thorpe	73
J. C. Lyle, c Owen Hughes, b Musson	4
E. F. Fincher, c Hayward, b Owen Hughes	117
R. E. Lindsell, c Hancock, b Reed	14
F. Goodwin, c Shaw, b Musson	31
S. Jex, not out	68
H. T. Buxton, b Wales	0
N. H. Ross, b Wales	0
Extras	32
Total	493

Runs at fall of wicket: 1 for 109; 2 for 118; 3 for 198, 4 for 203; 5 for 271, 6 for 336, 7 for 354, 8 for 493, 9 for 493, 10 for 493.

Bowling Analysis.

	O.	M.	R.	W.
Reed	26	—	83	2
Wales	21.2	—	60	3
Thorpe	16	—	93	1
Musson	27	—	111	2
Owen Hughes	15	—	95	2
Shaw	4	—	14	—

FAMOUS CRICKETER.



The late Roy Kilner, who has died from typhoid, contracted in India. Kilner was the famous Yorkshire all-rounder and news of his death has come as a great shock.

HOLIDAY RACING.

SELECTIONS FOR TO-DAY.

[By "Rambler."]

To-day the third Extra Race Meeting of the Hongkong Jockey Club will be held at Happy Valley and will be continued on Easter Monday. The programme for the first day contains nine races and the entries are satisfactory, ensuring good fields in most of the events. Quite a number of Maenao ponies have been entered, also a number of ponies which for some time have indulged in steeple-chasing at Fanling.

The first race over five furlongs has attracted 13 runners. Boxing Eve, the pick of the bunch, should score here, with Chow Tze Lon and Usher's elect taking the places in that order.

Nara Stag is my fancy for the "C" Class Handicap. He ran a very good pony at the last meeting and was unlucky to have been beaten. Easter Day and Harlene should provide a race for the places.

The "B" Class Handicap should see a rattling good finish between Festive Eve, Sunning and Northern Stag. Sunning, who is a little lady by the way, looks a beautiful thing in action, but she has yet to show me that she is able to fight out a finish. Festive Eve, on the other hand, is an honest little beggar who is very difficult to beat when he is in form.

The Aggregate Stakes, which is the classic event of the day, should be a "cert" for Pickle and is likely to be most favoured on account of his fine performances at the Annual Meeting. New Year's Eve will be the Eve stable representative here and I look to Mr. Priestley's superior judgment to annex the points with his candidate. The Duke of Verona will just about fill the other place with San Diego just beaten for a place if he goes to the post in this event. I look to Winsome Stag to win the "A" Class Handicap after a rattling good finish with San Francisco who is certainly going to be a great danger here. Ushers mount should just about fill the other place.

Empire Handicap "B" Class should be a cinch for Mowgli or Tarzan whichever starts with Kom Tong Hall and Pegasus well up. The Union Plate is confined to Non-Winning Subscription Grifflins and should provide an interesting scramble out of which should emerge Wine Boy, Fair Eyes and Sea Hawk.

Erstwhile with the assistance of that popular young brat, Harold Seth, is sure to run a good race for the Dominion Plate and is almost sure to be in the picture at the finish. O Moon will, however, undoubtedly be a big favourite, for this race is just about his distance. If Mowgli or Tarzan start here, they will fill the places "A" For the Empire Handicap "A" Class, Peek is carrying top weight; still, I am of the opinion he will make light of his impost and win by a comfortable margin from Coos Bay who is starting here. Blackstone Hall or Chernal should be the placers in the absence of Coos Bay.

My selections for to-day are:

First Race.

Boxing Eve.
Chow Tze Lon.
Usher's Elect.

Second Race.

Nara Stag.
Easter Day.
Harlene.

Third Race.

Festive Eve.
Sunning.
Northern Stag.

LAWN TENNIS.

HANDICAP RESULTS.

No matches were played in the Open Champion events on Thursday afternoon, the game being postponed. S. A. Rumjahn, the holder, has received a walk-over from Yow Mandet and thus enters the fourth round where he will meet either Major Stevenson or Very Rev. Swann. The only matches played were in the handicap events. The full results are:

Handicap Singles "A"—Lieut. Col. F. J. Wyatt (rec. 15) beat Rev. F. P. W. Alexander (owe 3/5), 6-2, 7-5. Handicap Doubles—Dr. G. E. Aubrey and G. W. Sowell (owe 2/6) beat S. E. and D. S. Green (owe 1/6), 6-0, 3-3, 6-1; W. B. Cornaby and A. Piercy (rec. 2/0) beat W. A. Nowers and E. D. Lawrence (owe 5/6), 6-3, 6-2.

LIKE GROWN-UPS.



Betty Pestonji and Gloria Yeo as they will appear in the ballroom scene, "Tango," at Miss Daisy O'Keefe's dancing display next Wednesday.

Last year was a record one for visitors to the London Zoo; 2,158,208 persons passed the turnstiles. Over 600 guests, all over 70, were recently entertained at dinner in the town hall of Dover. Roof drying rooms for use on wash day are a novel feature of flats now being built by the London County Council. Americans drank 2,500,000,000 bottles of soft drinks in 1927.

Fourth Race.

New Year's Eve.
Pickle.
Duke of Verona.

Fifth Race.

Winsome Stag.
San Francisco.
Usher's mount.

Sixth Race.

Mowgli or Tarzan.
Kom Tong Hall.
Pegasus.

Seventh Race.

Wine Boy.
Ploughman.
Sea Hawk.

Eighth Race.

Erstwhile.
O-Moon.
Mowgli or Tarzan.

Ninth Race.

Peck.
Coos Bay.
Blackstone Hall.

IMMIGRATION & OPIUM PROBLEMS.

TO BE INVESTIGATED IN PHILIPPINES.

Decided to go to the bottom of the immigration problem and the opium situation in the Philippines, with special reference to illegal entry of Chinese with a view to the enactment of remedial legislation, Governor General Stimson will shortly name an investigation committee to enlarge on the work already started by Colonel Blanton Winship, aide to the Governor General, says the Manila Bulletin. The committee, it was understood, is to be composed of three members with Colonel Winship as chairman. The members will be Mr. H. C. Anderson, representative of the U. S. treasury department in the Philippines and one department secretary, probably Mr. Miguel Unson, acting secretary of finance. The customs bureau is under the finance department.

Former Investigation.

Mr. H. C. Anderson was named special investigator of Chinese immigration by the late Governor General Wood last year. He submitted a report of his findings which was never made public. The preliminary findings of Colonel Winship who several weeks ago was commissioned by the Governor General to look into the immigration and opium situation is understood to have revealed a condition which requires a more thorough inquiry.

The opium and immigration problem in the islands has baffled several administrations including that of the late Governor General Wood. Notwithstanding efforts to curb it through the joint action of customs, constabulary and secret service officially it is generally admitted to have thrived and is thriving with little government control.

League of Nations Interested.

The investigation made by Mr. Anderson during General Wood's time was understood to be on order of the secretary of war who had been asked to investigate by a United States welfare league in the interest of the League of Nations drug traffic conference.

Data was requested on the Philippine situation, it was reported, because of the belief that the drug traffic thrived in the Philippines due to its nearness to Java and other opium smoking countries. Believing that the immigration in the Philippines was not as it should be, Acting Governor Gilmore last year recommended a bill which would have put more teeth into the existing law.

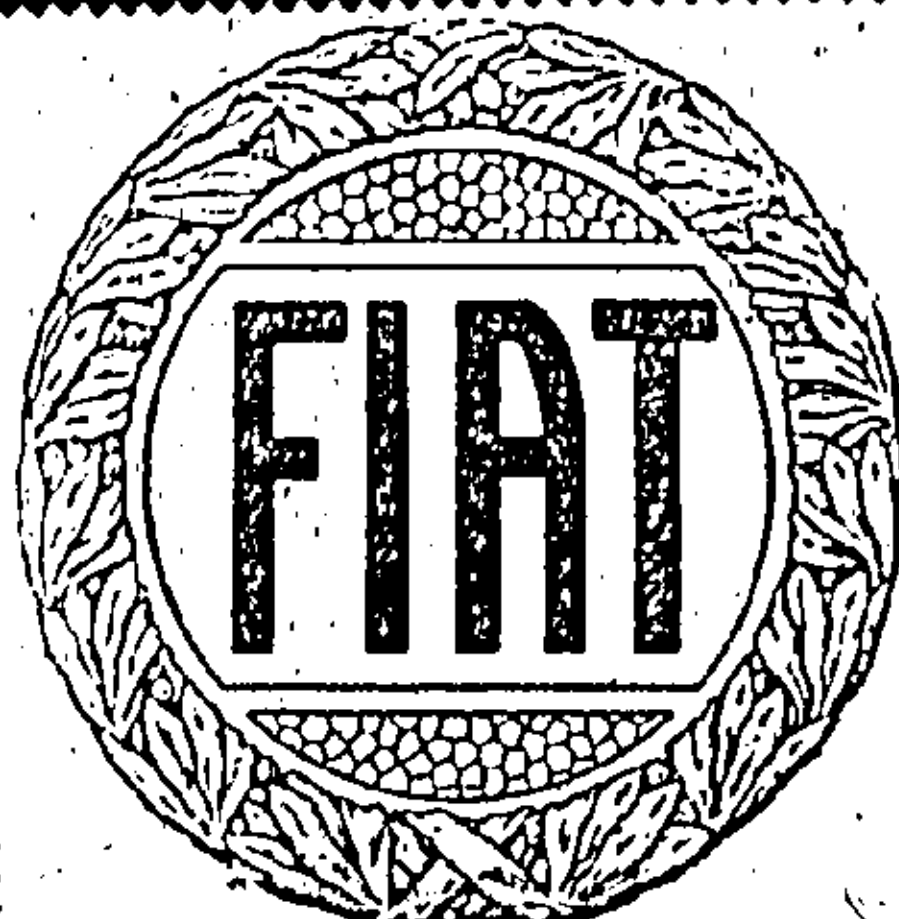
The measure failed of passage in the legislature. The Chinese Consul General, Lingoh Wang, now transferred to Batavia, was said to have been instrumental in defeating the bill.

Governor Stimson's committee, it was stated will commence work as soon as it is named in view of the nearness of the opening of the next legislature.

It will submit its report to the chief executive in ample time for the Governor General to draft the necessary measure for presentation in the legislature if in his judgment such a step is necessary.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—
1. St. Nicholas. 2. Rt. Hon. T. P. O'Connor, M.P. 3. The Duke of Northumberland. 4. That bestowed on Sir Hans Sloane, who died in 1753. 5. Mr. George Stoker in "Jill and Pips" at the Prince Theatre, London. 6. Leigh Hunt's "Chillingham Castle, Northumberland." 8. January 1022. 9. Angus. 10. Duke of Connaught. 11. Four; two in the British Museum and one each in the cathedrals of Lincoln and Salisbury. 12. (a) 60 miles, (b) 100 miles.



WORLD'S SPEED RECORD!

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The following confirmatory telegram has just been received by the Fiat Agents in Hongkong:—
Torino, April 5.

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WORLD

ELITE STYLES

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DAINTY HATS
LOVELY HAND-BAGS
NOVEL FANCY GOODS

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PARIS DECREES.

SHINGLE TO REMAIN.

Paris has decreed that the shingle is to remain with us for a long time, but allows many variations of this almost universal style of hairdressing. The latest version inclines more and more towards showing the ears, and two curls, one below and the other above the ear, is a new vogue in hairdressing.

One charming head of hair which caught the eye was waved and brushed straight back in masculine fashion; another, parted in the middle of the back, was brushed forward.

In some cases, the straight fringe is still worn on the forehead, and the hair brushed to one side at the back; and there is also the fringe style without any parting, the uncurled hair brushed from the centre of the head, like that of a Japanese doll.

"Shingling, well conserved, costs a hundred pounds per annum," says the chic Parisienne. Is this true? It depends upon the coiffeur, and, of course, if, every time, he insists upon supplying his fair client with hair lotions, brilliancines, and all sorts of electrics, this may be true.

NEW LINGERIE.

BE SHORT IN DAINTY
"UNDIES."

Individuality is given proper consideration in new lingerie modes. There are dainty black point d'esprit evening sets, backless with gold edges for the woman who likes fine things but simple ones. Others feature black georgette over coral, much slashed and pointed to show the coral and elaborate embroidery.

Some novelties deserve special mention. New in three ways is a princess combination that has gorgeous brocade in a Lido blue for its material—an innovation—that emphasizes the moulded silhouette and that shows the new pointed neckline. The gown of this set is precisely like the combination, only longer.

The sportswoman comes into her own this season. Lingerie designers have fashioned her cute little shorts suits with hip yokes and either skirts or bandeau for the upper. The striped model in orchid and gold, with either an orchid or gold upper, has fashion's approval as proper attire for the golfer or tennis player.

Triple Voile and Georgette.

Figured triple voiles and georgettes in beautiful Dolly Varden patterns fashioned some of the loveliest of spring under-dainties. One is pink, blue and yellow sprays on a flesh background. This is the popular bandeau set—fitted yoke with flaring step-ins and bandeau all bound with pink. The scalloped edges and the rounded top of the bodice show the tendency everywhere to avoid straight lines.

From among hundreds of pyjama suits this spring, the Ruth Elder aviatrix suit claims a large share of chic and beauty. Fashioned of gleaming black satin, peach decorations give it dash. It has the new tied leg-bands, flaring cuffs, a tight normal belt line and a tricky little Pullman cap whose ends tie, scarf fashion, and add colour to the back down which they hang.

The Leg that Ties.

As a matter of fact, pyjamas come shorter this season, the leg that ties at high-shoe length proving a new favourite.

Next noticeable to the length of lingerie comes the changing silhouette. Lacy trillies use godets, insets of cobwebby lace, puffed chiffon or ruffles of net to gain a flaring line quite the antithesis of last year's boyish straightness. Natural waist lines are indicated everywhere.

The princess combination is the superlative of this tendency and by its curved lines establishes as the ultimate of chic for underthings the same moulded silhouette that outer garments emphasize. Nightgowns, slips and combinations use the uneven hemline, too.

Laciness for Femininity.

Elaborate laciness is perhaps another characteristic that hits the feminine eye. Delicate georgette, triple voiles, figured chiffons, nets and quantities of lace—Alencon, Bretonne, Chantilly and Duchesse—stuff their way to smart styles. Bridal sets use lace almost entirely—with white satin or georgette and to add to the lace effect they even employ bits of maribon or ostrich for ornament. All lingerie makes profuse use of ribbons this spring.

Colour lends its artistic charm everywhere.

BREVITY, KEYNOTE TO LINGERIE STYLES.



Softly colourful and new in cut and material are new spring undies: (left) Dolly Varden triple voile fashions a scalloped bandeau set with fitted yoke and rose bindings; (centre, above) for sports, smart little shorts of lavender and gold silk, with lavender vest; (lower) coral belt, trouser ties and facings given the striking black satin pyjama suit with peplum jacket and scarf tie; (right) Lido blue brocade makes the season's most novel contribution, the princess combination.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Mar. 1.
Here we have two new season's hats; very diverse, yet indicative of the trend of fashion. The large one is a capeline of straw and velvet leaves in two shades of bright blue, and the second shows a tight-fitting felt, brimless, and with a wreath of flame coloured roses pressed tightly round the crown.

Vanity Street.

Stephanie has sketched for us this week another form of the waistcoat vogue, only this time it calls itself a "sleeveless jumper."

This particular one is blue figured material, worn over a cream blouse.

Stephanie has also sketched for us a very useful garment in the shape of a two-piece tea-gown; otherwise a little frock which can be transformed into a tea-gown at will. The frock is of orange broche georgette, with plain georgette for the puffs of the sleeves and trimming generally, while the sleeveless coat is of the same orange broche georgette.

Madeleine, having from time to time devoted herself to the army of not-so-slims, has turned her attention for once to the too-slims.

To remedy excessive slenderness, the clothes should be cut as loosely as possible. This sketch shows a chic tailor-made in ribbed material, accompanying a tailored blouse with high collar and a soft georgette jabot. If the wearer of this costume has an aversion to high necks, then a compromise is a dainty scarf.

Is that So?

Miss Jean Forbes-Robertson, the subject of our sketch this week, is considered by some of the critics to be our most promising young actress. She is a daughter of Sir Johnston and Lady Forbes-Robertson, the latter being known pro-

fessionally as Miss Gertrude Elliott and sister of Maxine Elliott. Obviously, Jean Forbes-Robertson inherits great histrionic talent on both sides, and there is no doubt that she will achieve a high position for herself within the next ten years. She has a certain detached and spiritual quality which renders her exceptionally good in some parts, while perhaps a little unfitted for more material roles. I personally shall never forget her performance in the dramatic version of May Sinclair's novel, "The Combined Maze." By the manner of her delivery of one sentence in the last act, she made it worth while for one to have endured a certain amount of ardour and boredom for two previous acts;

Queen of Afghanistan—who is very good-looking and has a wonderful complexion—has been buying lavishly of gowns in Paris, where she and the King have made a protracted sojourn.

The Street of Adventure.

If you are at all interested in the doings of those whom the landladies include under the one sweeping term "theatricals," I heartily recommend you to read "Lions in the Way" (Hurst & Blackett) by Hughes Mearns. The theme of the novel is a leading lady who finds her path to glory beset with "lions in the way" who are not ostensibly there to devour her, who even have a way of making some aspects of the case seem brighter, but who make the impressionable reader thankful that the leading lady also has a fine, steady, chivalrous watch-dog of a husband (far too good for this life, I'm afraid!) in the background. But it is not on account of the main theme that I recommend this novel so much as because all the characters and conversation are real and give a side-light on a certain phase of life which will always attract even those of us who know that the walls are canvas-backed. Here is a specimen of the kind of thing we get: "He's a queer bird," Blair told Mrs. Hagan. "All authors are queer birds. He doesn't seem to care about his lucky enough to play Juliet while she is still young enough to look like the part—and we shall, no doubt, see her in this role again when and if we get our National Memorial Theatre."

Great preparations are being made for the State visit of the King and Queen of Afghanistan, because although State visits are always brief, the work involved is tremendous, and, of course, there is always the State banquet, with the display of the marvellous gold service, on the night of the royal visitors' arrival. I understand the

can wait!

HOW TO BE SLIM.

TRIALS OF A LONDON CURE.

It was a perfect morning. I strolled down Bond-street with a thrill of joy. How glad I was to be back!

And then the blow came. I met Doris.

"Hallo, my dear! I didn't know you were back. Had a good time? You're putting on weight—" "Yes, I declare, you're getting fat. You've got to do something—now. Come along, no time like the present. I'll take you where you'll soon be put right."

You'd better have a mask at the same time—

"A mask?"

"Yes, the latest thing for the complexion. Yours has got very bad—too much sunshine, I except."

I followed Doris, hoping it wouldn't be left on too long.

We mounted a very grand staircase, and were met at the top by a sylph-like person.

"To be reduced?" I felt like a remnant. "This way. Have you a bathing dress with you?"

I admitted having had no intention of bathing when I left home. The difficulty was soon overcome, a bathing suit was found for me and I was left in a comfortable, warm, cosy little room.

Before I had got into my borrowed swimming suit, another sylph appeared at the door. She led me into a big room, stood me beside a terrifying-looking machine, and put me into its embrace.

This machine of tiny rollers appeared to me to be hundreds of tiny rollers which rolled themselves up and down, round and round my body. This lasted for half an hour, and I was then taken into a room where there was a huge mattress lying on the floor.

A gramophone was turned on, giving instructions for all sorts of wild exercises.

"Legs in air, toes over head!" screamed the voice. I tried to obey—I made myself, into imaginary scissors, I turned my toes over my head, but I was prepared to revolt if that relentless voice ordered a somersault!

On and on went the voice, and at last, when I thought I surely must be just skin and bone, I was led into another room.

Here stood a large, square box; I was put into the box, seated on the bicycle seat, and told to pedal as hard as I could.

Inside the box it was tropical. The door had been shut, but, fortunately, my head was outside, sticking through a little hole in the lid.

I didn't get far, but if exertion and energy could be counted as distance, certainly I should have been to Brighton before my attractive, cool-looking tyrant opened the door and released me.

Then, ah! then the joy began. A warm shower bath, first, and the massage for half an hour.

My "mask" was ready now. It was not such a mask as one would wear at a ball, but simply egg and oil beaten into a light mud and spread over the face. I wore it for ten minutes but when I looked in the glass I didn't grudge that ten minutes.

Such a result must not be wasted; I felt too wonderful. Dressed and ready to sally forth again, I felt as light as a feather and out to conquer new worlds. I rang up John. "Luncheon, yes, rather—well, I needn't eat much, but I must be seen!"—Ez.

THIS WEEK'S RECIPE.

WALNUT CANDIES.

Half-pound brown sugar, ½ tea-cup each golden syrup and water, ½ ounce each butter and chopped walnuts, a very little tartaric acid and cream of tartar. Boil sugar and water till clear, add cream of tartar and tartaric acid, butter, and syrup, and boil till a little, dropped in cold water, sets firm. Pour on to an oiled, flat dish, spread the walnuts on the top, and fold the edges over into the middle, keep this with a crossed knife. Doing so, so until all the nuts are mixed in. Now oil the hands, and with oiled scissors cut the candy into thick strips. Pull and stretch these until about an inch wide, and then cut into cushions like "bull's eyes." This must be done quickly, as it very soon hardens.

A USEFUL GARMENT.



A frock which can be easily converted into a tea-gown by means of coat of the same material—in this case—orange broche georgette

INDIVIDUALITY.

FINDING YOUR TYPE.

Every girl has a distinct individuality. Her personality is the most important thing about her. Until you discover to which type you really belong, it will be impossible for you to find clothes that are really suitable and becoming to you.

After you have decided on your type, study other women of your type, and see what they have made of themselves. If you know you are the tailored type, observe other tailored women. How have they achieved their effects? Do they look the way you would like to appear? Do you prefer looking like a fluffy girl instead? Then, if you are short, and well proportioned, study the fluffy girl, and see how she has made herself attractive.

Remember though, if you are tall, do not try to imitate the cute little girly-girl. If you are short, and inclined to be fat, do not pattern after a girl who is tall and sylph-like.

And remember this, in finding your own type, you will be developing your own personality. No woman can be truly attractive and beautiful, unless she knows herself, and is showing her true self to the world.

The fluffy girl should face facts. She will look charming as long as she plays dainty and fluffy. Let her try to assume the pose of the dark-haired Oriental, and she loses her own charm, and gains none of the charm of the girl she is trying to imitate.

The Oriental type of girl, in turn, must choose dark, rich-looking colours, and smooth sleekness, in order to bring out her own personality. Nothing looks as unattractive as for two girls of different types to dress alike.

TWO NEW MODELS.



The large hat is a capeline of straw and velvet leaves in two shades of bright blue, and the second is a tight-fitting felt, brimless, and with a wreath of flame coloured roses pressed tightly round the crown.

"BEAUTY UNADORNED"

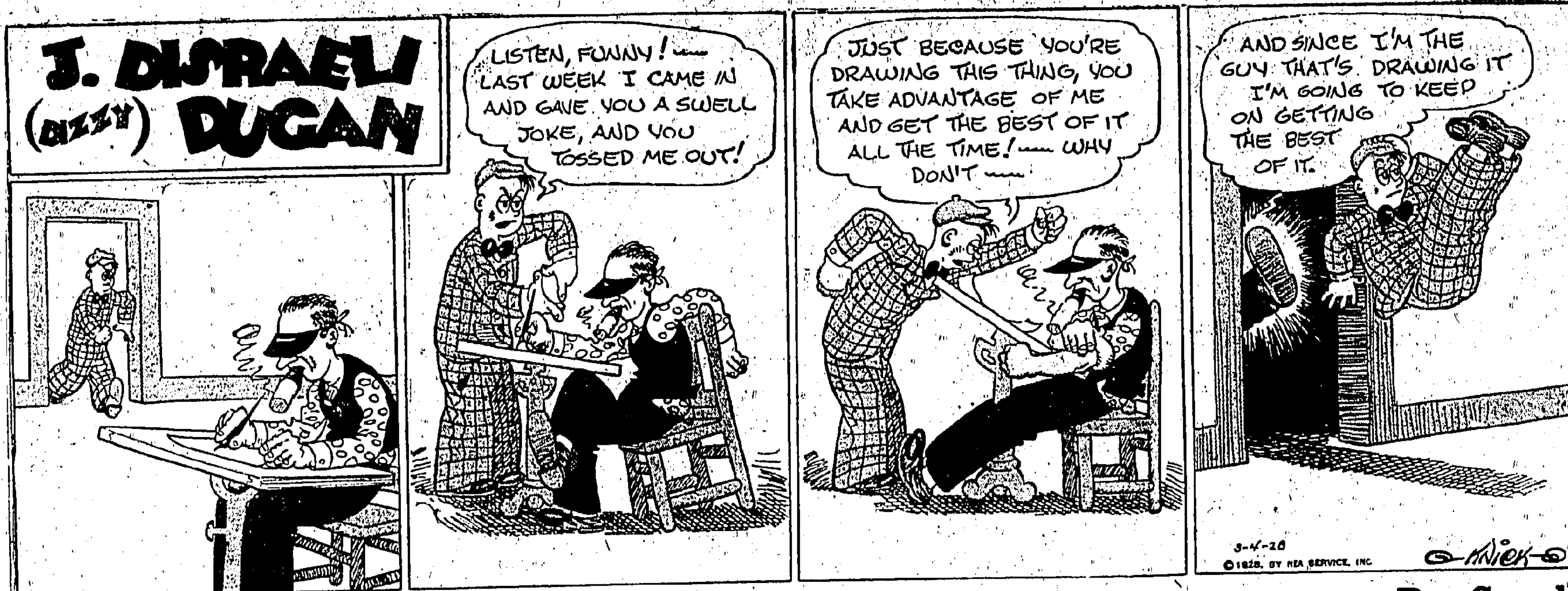
JEWELS MAY BE BANNED IN
PARIS.

A new fad of the moment—and one which was bound to come, seeing how we've all rushed to the other extreme—is to wear no jewellery at all! Nothing, either real or false—not a ring, not a bracelet, not even a jewelled brooch or pin. Some of the smartest women are so thoroughly tired of the huge jewels of the nouveau riche, and the even vaster specimens of the cheap department store, that they are making a sort of cult of bare hands, ears, wrists, and so on. It demands very perfect hairdressing and manicure and very well-arranged faces—given all these, the effect is rather chic and decidedly "young." It reminds one of the delightful story of two reigning beauties who vied with one another at the Casino at Monte Carlo in their display of marvellous jewellery.

The first evening Mme. A. was the centre of attraction in her magnificent diamonds till Mme. B. appeared in emeralds so wonderful that she far outshone her rival. The next evening she was equally gorgeous and confident of success, until Mme. A. appeared, beautifully gowned, but wearing not a single jewel. She was followed by her maid, who blazed with jewels wherever she could find a place for one. Exit Mme. B.

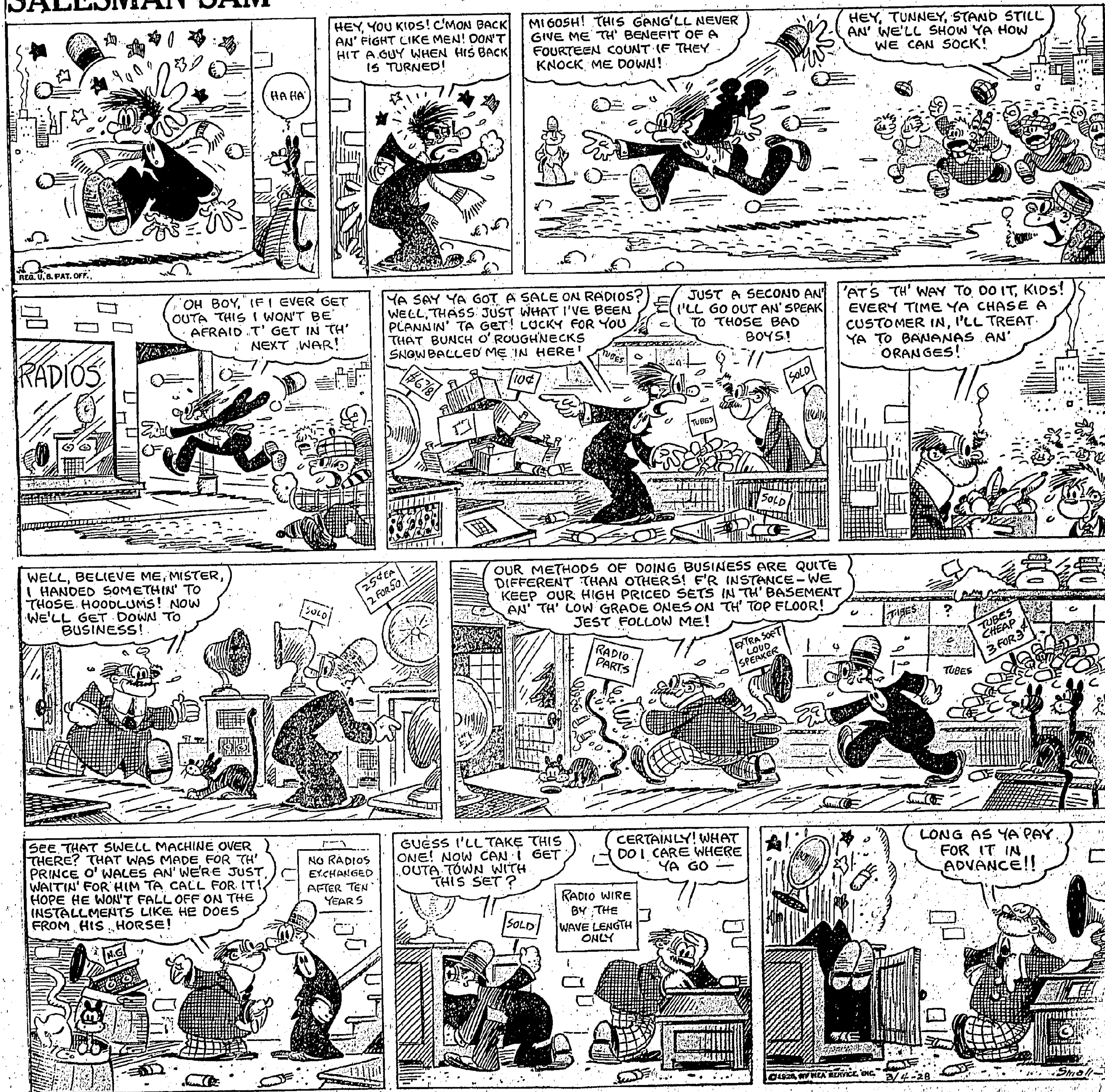


A sleeveless jumper in blue figured material worn over a cream blouse. The sleeves of the blouse can be trimmed with embroidery to match the jumper.



SALESMAN SAM

By Small



WHITEAWAYS FOR DOLLAR VALUES

NEW AMERICAN SERIAL.

GIRL ALONE

By ANNE AUSTIN.
Author of "Saint and Sinner."

SYNOPSIS.

SALLY FORD, 16, is "farmed out" to CLEM CARSON for the summer and prepares to leave the state orphanage which has been her home since she was four. Sally dislikes the farmer and recalls stories of drudgery and fatigue-wracked bodies which the girls have told after a summer at the Carson farm.

Before she leaves she begs MISS POND, sentimental office helper, to tell her what she knows about her mother. She is disappointed to learn that the woman calling herself her mother left her at the orphanage when she was four and never returned to see if her child lived or died.

As she leaves, the children who love her dearly rush to the fence and cry for her to say them good-bye. She runs back to the big wire enclosure and kisses the smallest ones, then with tears in her eyes turns and joins Clem at the car. When they drive away, he leans near her with a chuckle and says, "You're quite a kisser—huh, ain't you? How about a little kiss for your new boss?"

CHAPTER IV.

Sally had shrunk as far away from Clem Carson as the seat of the "diver" permitted, parades from Mrs. Stone's embarrassed, vague, terrifying warnings boiling and churning in her mind: "Keep your body pure"—"mustn't let men take any liberties with you"—"you're a big girl now, things you ought to know"—"if you're led astray, it will be due to evils in your own nature."

She suddenly loathed herself, her budding, curving young body that she had taken such innocent delight in as she bathed for her journey. She wanted to shrink and shrink and shrink, until she was a little girl again, too young to know "the facts of life," as Mrs. Stone, blushing and embarrassed, had called the half-truths she had told Sally. She wanted to climb over the door of the car, drop into the hot dust of the road, and run like a dog-chased rabbit back into the safety of the home. There were no men there—no queer, different male beings who would want to "take liberties."

"My hand! Scared of me?" Clem Carson chuckled. "You poor little chicken! Don't mind me, Sally. I don't mean no harm, teasing you for a kiss. Land alive! I got a girl of my own, ain't I? Darned proud of her, too, and I'd cut the heart out of any man that tried to take advantage of her. Ain't got no call to be scared of me, Sally."

She smiled, waveringly, shyness making her lips stiff, but she relaxed a little, though she kept as far away from the man as ever. In spite of her dread of the future and her bitter disappointment over Miss Pond's disclosures as to her mother, she was finding the trip to the farm an adventure. Late Orphans' Asylum had never before left the orphanage unaccompanied by droves of other sheep-like, timid little girls, and unchaperoned by sharp-eyed, eagle-eyed matrons.

She felt queer, detached, incomplete, like an arm or a leg disassembled from a giant body; she even had the panicky feeling that, like such a dismembered limb, she would wither and die away from that big body of which she had been a part for so long. But it was pleasant to bump swiftly along the hot, dusty white road, fringed with odoriferous, flowering weeds. Horses became less and less frequent; fewer children ran barefoot along the road, scurrying out of the path of the automobile. Occasionally a woman, with a baby sprawling on her hip, appeared in the doorway of a roadside shack and shaded her eyes with her hand as she gazed at the car.

As the miles sped away Carson seemed to feel the need of impressing upon her the fact that her summer was not to be one of unalloyed pleasure. He sketched the life of the farm, her own work upon it, as if to prepare her for the worst. "My wife's got the reputation of being a hard woman," he told her confidentially. "But she's a good woman, good clean through. She works her own fingers to the bone, and she can't abide a lazy, trifling girl around the place. You work hard, Sally, and speak nice and respectful-like, and you two'll get on, I warrant."

"Yes, sir," Sally stammered. "Well, Sally," he told her at last, "here's your new home. This lane leads past the orchards—I got 10 acres in fruit trees, all of 'em bearing—and the gardens, then right up to the house. Pretty fine place, if I do say so myself. I got 280 acres in all, quite a sizeable farm for the middle west. Don't them orchards look pretty?"

Sally came out of her frightened



There were power and ease and youth in every motion of her body.

reverie, forced her eyes to focus on the beautiful picture spread out on a giant canvas before her. Then she gave an involuntary exclamation of pleasure. Row after row of fruit trees, evenly spaced and trimmed to perfection, stretched before her on the right. The child in her wanted to spring from the seat of the car, run ecstatically from tree to tree, to snatch sun-ripened fruit.

"You have a good fruit crop," she said primly. "There's the house." The farmer pointed to the left. "Six rooms and a garret. My daughter, Pearl, dogged the life out of me until I had electric lights put in, and a fancy bathtub. She even made me get a radio, but it comes in right handy in the evenings, specially in winter. My daughter, Pearl, can think of more ways for me to spend money than I can to earn it," he added with a chuckle, so that Sally knew he was proud of Pearl, proud of her urban tastes.

The car swept up to the front of the house; Clem Carson's hand on the horn summoned his women folk. The house, which seemed small to Sally, accustomed to the big buildings of the orphanage, was further dwarfed by the huge red barn that towered at the rear. The house itself was white, not so recently painted as the lordly barns, but it was pleasant and homelike, the sort of house which Sally's chums at the orphanage had pictured as an ideal home, when they had let their imaginations run away with them.

Sally herself, born with a different picture of home in her mind, had romanced about a house which would have made this one look like servants' quarters, but now that it was before her she felt a thrill of pleasure. At least it was a home, not an institution. A woman, big, heavy-bosomed, sternly corseted beneath her anvil-fitting, starched blue chambray house dress, appeared upon the front porch and stood shading her eyes against the western sun, which revealed the thinness of her iron-grey hair and the deep wrinkles in her tanned face.

"Why didn't you drive around to the back?" she called harshly. "This young-up ain't company, to be traipsin' through my front room. Did you bring them rubber rings for my fruit jars?"

"You betcha!" Clem Carson refused to be daunted in Sally's presence. "How's Pearl, Ma? Cold any better? I brought her some salve for her throat and some candy."

"She's all right," Mrs. Carson shouted, as if the car were a hundred yards away. "And why you want to be throwin' your money away, on patent medicine salves is more'n I can see! I can make a better salve any day out of kerosene and lard and turpentine. Reckon you didn't get any carmels for me! Pearl's all you think of."

"Got you half a pound of carmels," Carson shouted laughing. "I'll drive the new girl around back."

"Ma's got a sharp tongue, but he don't mean no harm," Carson chuckled, as he swung the car around the house. When it shivered to a stop between the barns and the house, the farmer lifted out a few bundles which had crowded Sally's feet, then threw up the cover of the hatch in the rear of the car, revealing more bundles. Carson was loading her arms with parcels when he saw a miracle wrought on her pale, timid face.

"Lord! You look pretty enough to eat!" Clem Carson ejaculated, but he saw then that she was not even aware that he was speaking to her.

In one of the few books allowed for Sunday reading in the orphanage—a beautiful, thick book with colour-plate illustrations, its name, "Stories from the Bible," littered in glittering gold on a back of heavily blue—Sally had found and secretly worshipped the portrait of her ideal hero. It was a vividly coloured picture of David, forever fixed in strong, beautiful grace, as he was about to hurl the stone from his slingshot to slay the giant, Goliath. She had dreamed away many hours of her adolescence and early young girlhood, the big book open on her knee at the portrait of the Biblical hero, and it had not seemed like sacrifice to adopt that slender boy as the personification of her hopes for romance.

And now he was striding toward her—the very David of "Stories from the Bible." True, the sheepskin raiment of the picture was exchanged for a blue shirt, open at the throat, and for a pair of cheap, earth-soiled "jeans" trousers; but the boy-man was the same, the same! As he strode lightly, with the ease of an athlete or the light-footedness of a god, the sun flamed in his curling, golden-brown hair. He was tall, but not so tall as Clem Carson, and there were power and ease and youth in every motion of his beautiful body.

"Did you get the plough-share sharpened, Mr. Carson? I've been waiting for it, but in the meantime I've been tinkering with that little hand cider press. We ought to do a good business with it if we set up an elder stand on the state road, at the foot of the lane."

Joy deepened the sapphire of Sally's eyes, quivered along the curves of her soft little mouth. For his voice was as she had dreamed it would be—vibrant, clear, strong, with a thrill of music in it. "Sure I got it sharpened, Dave," Carson answered curtly. "You ought to get in another good hour with the cultivator before dark. You run along in the back door there, Sally. Mrs. Carson will be needing you to help her with supper."

The change in Carson's voice startled her, made her wince. Why was he angry with her—and with David, whose gold-flecked hazel eyes were smiling at her, shyly, as if he were a little ashamed of Carson, for not having introduced them? But oh, his name was David! David! It had had to be David. (To Be Continued.)

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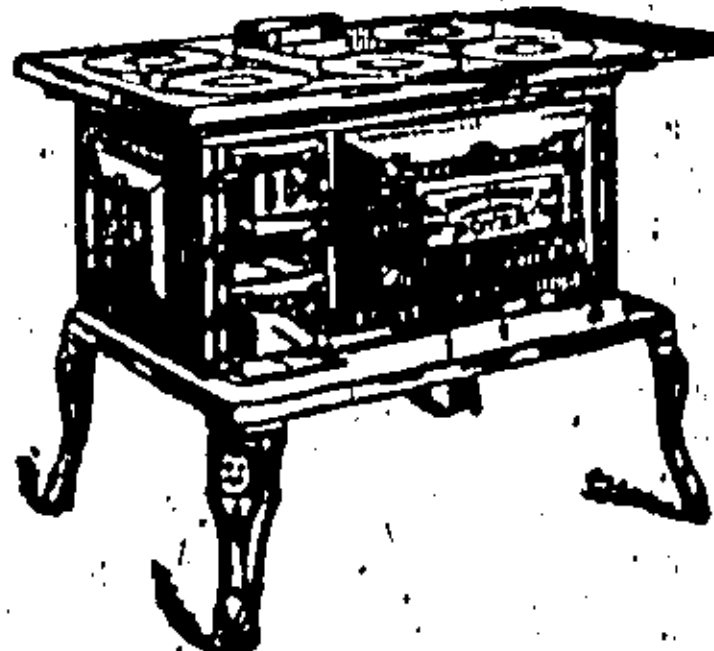
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- | | | |
|------|----------------------|------------|
| No. | Title | Artist |
| 6234 | My Blue Heaven | (Fox Trot) |
| | Tell Me Little Daisy | |
| 6325 | Among My Souvenirs | |
| | Cobble-Stones | |
| 6324 | Together We Two | |
| | Did You Mean It | |
| 6093 | Doll Dance | |
| | What Do I Care | |
| 6111 | Russian Lullaby | (Waltz) |
| | Dawn of Tomorrow | |
| 6248 | Here Am I Broken | (Fox Trot) |
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SIR JOSEPH DUVEEN AND BRITISH ART.

OPENING OF THE PLYMOUTH EXHIBITION.

The first of the 1928 series of Sir Joseph Duveen's British Artists' Exhibitions has opened at Plymouth Art Gallery by Viscountess Astor.

Lady Astor said that Sir Joseph had done more than any man within the past hundred years for the benefit of British art and the encouragement of young artists. Youth, particularly artistic youth, was ever in need of encouragement. She hoped that young artists would always seek inspiration in the beautiful.

Sir Martin Conway, Chairman of the Executive Committee of the British Artists' Exhibitions, referred to the picture "Jeanne," by Lionel Ellis, a young Plymouth artist, as a great and remarkable work. Ellis's future, he said, might be as great as that of the finest masters in the world. A nation's art was its finest ambassador, and Sir Joseph Duveen's exhibitions were of immense importance.

On the suggestion of Viscount Astor, Chairman at the opening ceremony, a telegram was sent to Sir Joseph in New York, thanking him for his work on behalf of modern British art.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

S	P	A	R	K
S	P	A	R	E
S	P	A	R	S
S	P	A	R	S
S	L	U	R	S
S	L	U	R	S
S	L	U	R	S
S	L	U	R	S
S	L	U	R	S
S	L	U	R	S

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONG KONG.

Authorized Capital \$25,000,000
Paid-up Capital \$10,000,000
Reserve Fund \$15,000,000

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DAIBEN	YOKOHAMA
FOOCHOW	
HAIPHONG	
HANKOW	
HONGKONG	
HONGKONG	
IOLO	
JOHORE	
KOBE	
KUALA LUMPUR	

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Hongkong, 28th February, 1928.

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A. C. HYNES, Chief Manager.

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Kai Yuen

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Deposits received for fixed periods at rates to be obtained on application.

H. MORE, Manager.

Hongkong, 12th March, 1928.

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Reserve Fund (Hong Kong) \$6,000,000.

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LOOK POON SHAN, Chief Manager.

Hongkong, 18th February, 1927.

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CAPITAL.
Authorized Capital \$25,000,000
Paid-up Capital \$10,000,000
Reserve Fund \$15,000,000

BRANCHES:

Canton	Shanghai	Hankow	Swatow	Hongkong	New York	San Francisco
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Foreign exchange and Banking business of every description transacted.

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LOOK POON SHAN, Chief Manager.

Hongkong, 18th February, 1927.

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HAIPHONG	SINGAPORE
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Hakone Maru ... Saturday, 7th Apr.
Suva Maru ... Saturday, 21st Apr.
SYDNEY & MELBOURNE via Manila & Ports.
Aki Maru ... Wednesday, 11th Apr.
BOMBAY via Singapore, Penang & Colombo.
Awa Maru ... Wednesday 11th Apr.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles Mexico & Panama
Bokuyo Maru ... Thursday, 19th Apr.
SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Kanagawa Maru ... Tuesday, 10th Apr.
NEW YORK and/or BOSTON via PANAMA.
Toba Maru ... Sunday, 15th Apr.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Ijima Maru ... Saturday, 14th Apr.
CALCUTTA via Singapore, Penang & Rangoon.
Nagano Maru ... Monday, 9th Apr.
NAGASAKI, KOBE & YOKOHAMA.
Mishima Maru ... Friday, 20th Apr.
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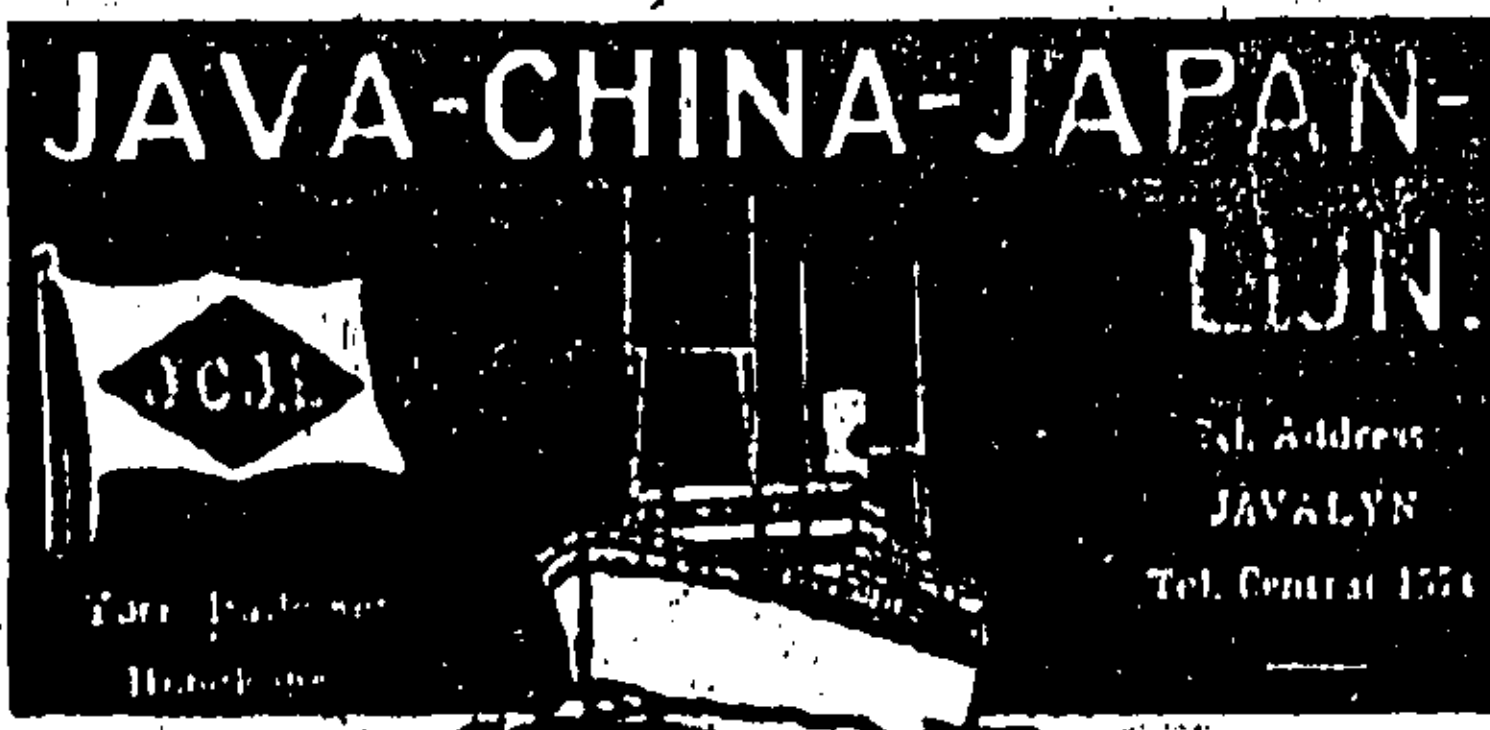
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TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Suisang	Fri. 13th Apr at 7 a.m.
TO CANTON	Chakung	Sun. 8th Apr at 8 p.m.
TO STRAITS & CALCUTTA	Kutsang	Mon. 9th Apr at noon.
TO SANDAKAN	Mausang	Sun. 8th Apr at 10 a.m.

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Tjiboe	Java, Mesr	8th Apr	10th Apr	Amoy, N. China
Tjiboe	N. China	8th Apr	11th Apr	Mesr & Java
Tjiboe	Batavia	12th Apr	15th Apr	Amoy, Shanghai & Keelung
Tjiboe	Java, M'ila	15th Apr	17th Apr	Swatow & Saigon
Tjiboe	S'hai, K'lung	16th Apr	18th Apr	Batavia
Tjiboe	Java, Mesr	23rd Apr	24th Apr	Amoy, Shanghai N. China
Tjiboe	N. China	23rd Apr	25th Apr	Batavia
Tjiboe	Batavia	26th Apr	28th Apr	Amoy, Shanghai & Keelung
Tjiboe	S'hai, K'lung	30th Apr	2nd May	Batavia
Tjiboe	Java Mesr	7th May	9th May	Amoy, N. China
Tjiboe	N. China	7th May	9th May	Mesr & Java

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Steamship "CARNARVONSHIRE" (Via Oran) 13th June

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENARA" ... 9th Apr.
Motor Vessel "GLENHARRY" ... 15th Apr.
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OUR DAILY TALK ON HEALTH.

MAD MEN ARTISTS LIKE
CUBIST WORK.

Recently there was held in Paris an exhibit of drawings, paintings and sculptures made by the patients in the asylums and other institutions in Paris.

Most of the drawings resembled those of cubists, futurists, and super-realists. Only such paintings were exhibited as had been done by patients who had not been artists previous to their admissions to the institutions for the insane.

Most of the contributors to the exhibit had had no notion of drawing previously, but when admitted to the institution began drawing or painting on the lids of boxes or any paper which happened to come into their possession. To some of them, the physicians had furnished crayons and colours.

Uses Own Blood.

The Paris correspondent of the Journal of the American Medical Association tells that one of the patients being unable to get a sufficiently bright red colour, pricked his finger and used his own blood for the purpose.

One of the patients painted roaring flames and waves of fire in such a manner that a manufacturer of wall paper bought the design to serve as the basis of a new wall paper creation.

The physician in charge of the exhibit, Dr. Auguste Marie, emphasizes the fact that one should not conclude that all artists who paint in the same manner as the insane patients are themselves crazy.

It is likely that the psychopathic patient interprets in his art not nature, but the impressions of his mind. Thus the art of the insane imitates that of savage tribes and of uncivilized man.

It has been noted by the psychoanalyst that the mind of man repeats the history of the race. Thus the art work of the insane, which is done without control of the conscious mind, reproduces all of the stored up mentality of many generations.

DR. SCHWEITZER.

EXPECTED VISIT TO
ENGLAND IN MAY.

Dr. Albert Schweitzer expects to arrive in England for his long-promised English visit at the end of the first week in May, and will spend about six weeks there. He hopes to give some organ recitals.

The British Council of Dr. Schweitzer's Hospital is now passing through the press a new bulletin for which Dr. Schweitzer has written a special chapter, "From the Old to the New Hospital," describing the most recent development of his work in French Equatorial Africa. Copies will be obtainable from the Treasurer of the Council, Miss M. O. Bronner, 15, Castleton-mansions, Barnes, S.W.13.

A useful introduction to the man and his work for those who are not acquainted with both already will be a small book which Messrs. A. and C. Black hope to issue in the spring at about 1s. 6d. It will contain a character study of Dr. Schweitzer and illuminating extracts from some of his books, indicating his principles and his activities since he founded his hospital at Lambarene in 1913.

ARMED ROBBERY.

OCCUPANTS THREATENED
WITH DAGGERS.

An armed robbery occurred in Shanghai Street, Yaumatei, on Thursday, when four robbers under the usual pretext that they wanted to rent a cubicle gained admittance to the premises and succeeded in making off with property consisting of clothing, jewellery and money valued at \$102.

Once inside the house the robbers produced daggers threatening the women and ordering them to keep silent. At the sight of the daggers one of the women was so frightened that she cried out "Don't, don't," imploring the desperado not to hurt her. Her husband, who was inside the cubicle heard his wife's cries and endeavoured to come to her help but before he could do anything, the robbers entered the cubicle, tied him up and gagged him with an orange. Two other women were also gagged and bound and tied to the bed post.

For 30 minutes the robbers stayed on the premises and ransacked the place, breaking into the drawers and two trunks. After the marauders had left one of the women freed herself and ran down to the street to raise an alarm and later reported the matter to the Police.

WEDDING BELLS.

CURRINGHAM-STUART.

A pretty wedding ceremony was solemnised at Union Church on Thursday the contracting parties being Mrs. Agnes M. Stuart and Mr. Robert Cunningham. The Rev. F. P. W. Alexander officiated.

The bride was charmingly attired in grey painted georgette, over grey charmeuse, with a white silk crinoline hat, with grey and rose trimmings, and she carried a bouquet of roses and sweet peas. She was attended by Miss M. J. Stuart as bridesmaid, dressed in smoke brown georgette frilled, over pear coloured satin, with model hat to match. She also carried a bouquet of roses and sweet peas.

Mr. W. L. Walker, of the Public Works Department, was the bridegroom's best man, and Mr. Longyear, the organist, played suitable music during the service.

At the conclusion of the ceremony, a reception was held at the Hongkong Hotel, when the happy couple received the congratulations of their friends. Later, they left for their honeymoon at Macao, the bride's going away dress being of blue crepe de chine, with a leopard velvet coat and fawn felt hat.

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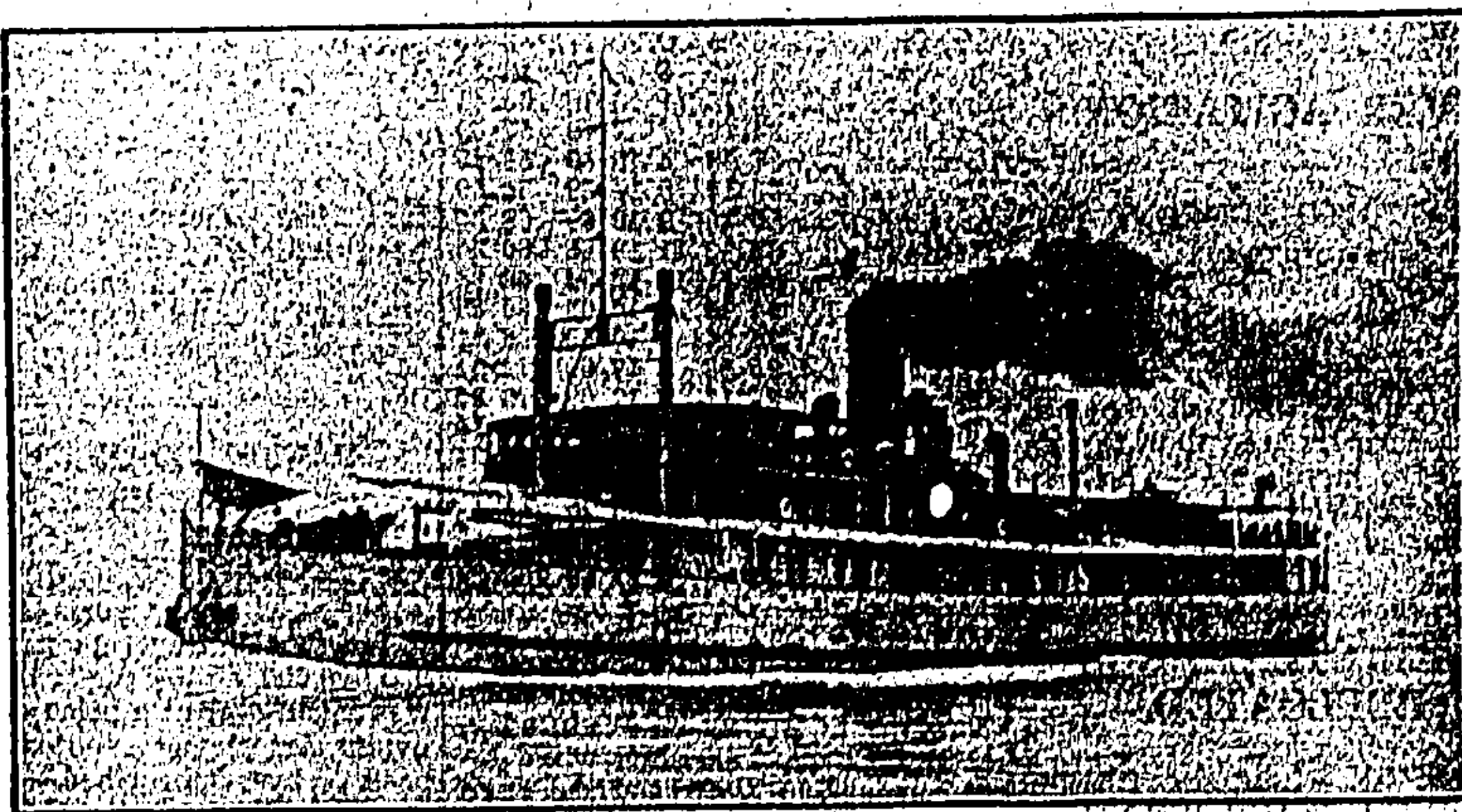
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S. S.	Tons	From Hongkong (about)	Destination
KALYAN	9,144	7 Apr. noon	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
NAPORE	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
LAHORE	5,252	7th May	Marseilles & London
KASHGAR	9,005	12th May	Marseilles, L'don & A'werp
KIDDERPORE	5,334	22nd May	Straits, C'ho B'bay, & Karachi
MALWA	10,986	26th May	Bombay, Marseilles & London
JEYPORE	5,318	2nd June	Marseilles, London & Hull
ALIPORE	5,273	5th June	Straits, Colombo & Bombay
DELTA	8,097	9th June	Marseilles, L'don & A'werp
NOVARA	6,989	16th June	Marseilles & London
RANPURA	16,501	23rd June	Bombay, Marseilles & London
KHYBER	9,114	7th July	M'les, L'don, A'werp & Hull
RAWALPINDI	16,619	21st July	Bombay, Marseilles & London
NANKIN	7,058	28th July	Marseilles & London

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BRITISH INDIA-APCAR SAILINGS

SANTHA	7,754	9th Apr. 4 p.m.	S'pore, Penang & Calcutta
TAKADA	6,949	24th Apr.	S'pore, Penang & Calcutta
TALAMBA	8,018	2nd May	S'pore, Penang & Calcutta

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SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	10 Apr. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yoko
JEYPORE	6,318	19th Apr.	S'hai, Moji, Kobe & Yoko
KIDDERPORE	5,334	22nd Apr.	Shanghai, Moji & Kobe
HATIPARA	7,764	25th Apr.	Moji, Kobe, & Osaka
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yoko
TALMA	10,000	3rd May	Amoy, S'hai, Moji, Kobe & Osaka
ALIPORE	5,273	3rd May	Moji & Kobe
NOVARA	6,989	8th May	Moji, Kobe, Osaka & Yoko
TANDA	6,956	8th May	Moji, Kobe, Osaka & Yoko
DELTA	8,097	11th May	S'hai, Moji, Kobe & Yoko
RANPURA	10,601	25th May	S'hai, Kobe & Yoko
NANKIN	7,058	5th June	S'hai, Moji, Kobe & Yoko
ST. ALBANS	4,500	5th June	Moji, Kobe, Osaka & Yoko
KHYBER	9,114	8th June	S'hai, Moji, Kobe & Yoko
RAWALPINDI	16,619	22nd June	S'hai, Kobe & Yoko

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TAIPING	11th May	18th May
CHANGTE	8th June	11th June
TAIPING	10th July	17th July

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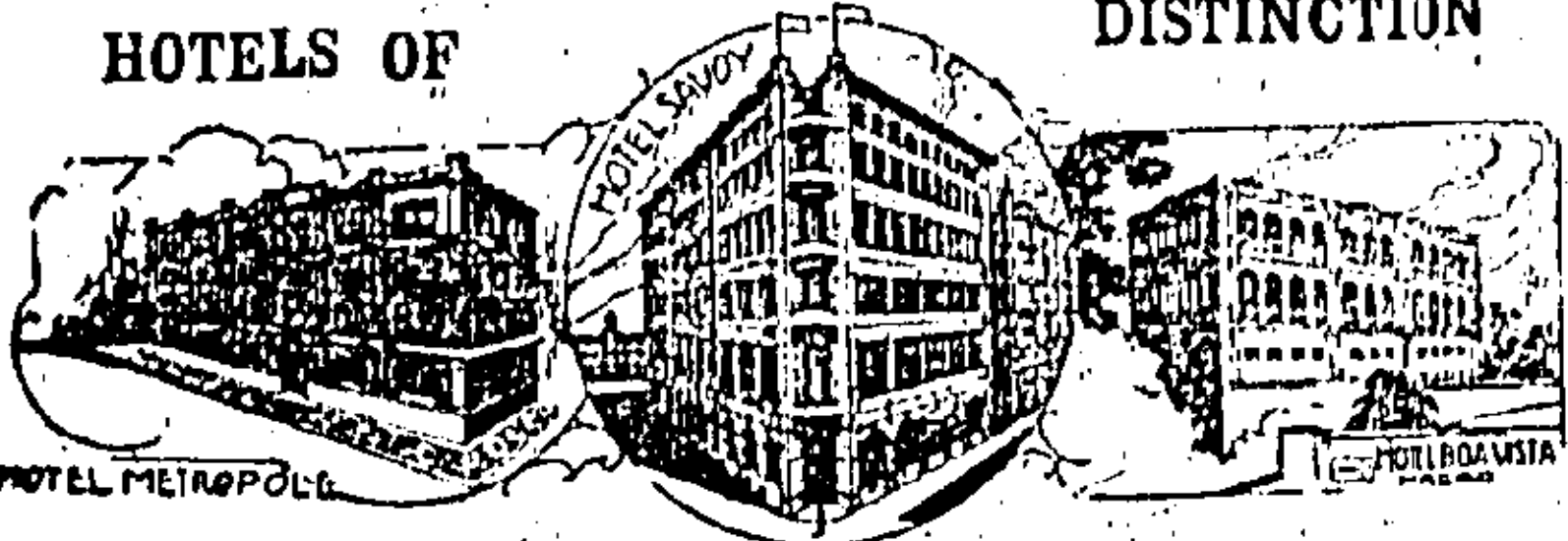
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DEATH OF ROY
KILNER.FAMOUS CRICKETER DIES OF
TYPHOID.

HEAVY LOSS TO GAME.

London, Apr. 6.

The cricketing world will be
shocked to learn of the death of
Roy Kilner, the famous Yorkshire
and England all-rounder, who re-
cently arrived from India suffering
from typhoid fever.—*Reuter.*

Roy Kilner, who was only 37
years of age, was beyond question
one of the best all-round cricketers
in England, and possessed a tem-
perament which quickly gained him
a place in England's Test teams
subsequent to his great season of
1923.

Born at Low Valley, Wombwell,
near Barnsley, he came of a family
of cricketers, the best-known of
whom, apart from himself and his
brother, Norman, being his uncle,
Irving Washington, who was on the
high road to fame as a left-handed
batsman when a severe illness cut
his career short.

Roy Kilner qualified himself for
first-class cricket by a course of
training with Yorkshire's second
eleven and he was first seen in the
Yorkshire team in 1911. He earned
little distinction but was per-
severed with and went right ahead
for his county as a batsman.

"The bowling which made him
famous was entirely a post-war pro-
duct. Perhaps in other circum-
stances he would have remained a
stylish bat and a superb field, but
the loss of Booth and subsequent
death of Drake, followed by the
retirement of George Hirst,

brought about a new situation in
Yorkshire cricket. Roy Kilner set
himself out to be a bowler and how
far he succeeded is too well known
to require recapitulation.

His brilliant bowling had no
effect on his batting or fielding.
As a left-handed slow bowler he
had, apart from his fine spin and
accuracy of length, the so-
vereign quality of imagination, and
he was always exercising his wiles
to the everlasting disgust of the
opposing batsman.

Kilner was popular and a person-
ality, and his death will come as a
great shock to cricketers the world
over.

RUBBER DECISION
REACTION.

(Continued from Page 1.)

noon and more general selling,
the main interest being "neara."
The Singapore Free Press, which
has been consistently anti-restric-
tion, welcomes the abolition of re-
striction but criticises the short
notice given.

The Straits Times which is pro-
restriction is not pessimistic.
It points out that the leaders of
industry must now set their own
house in order and hopes it will
be possible to co-operate with the
Dutch growers.

The Malaya Tribune welcomes
the decision as the only way out
of the difficulty. It urges co-
operation among all British rub-
ber interests in order to be able
to bargain effectively with the
Dutch and Americans and work
out a policy of properly protect-
ing the world rubber industry.—*Reuter.*

TUNG TING PIRATES.

CHINESE AUTHORITIES TAKE
ACTION.

Shanghai, Apr. 6.

A message from Tung Ting
Lake states that Chinese gunboats
are patrolling with the object of
suppressing pirates.—*Naval Wire-
less.*

RIVER AGITATION.

ATTEMPTS TO BOYCOTT THE
BRITISH.

Chungking, Apr. 6.

Attempts are being made to
work up an anti-British boycott.
The local papers are full of threats
to Chinese merchants who may
ship in British steamers.—*Naval
Wireless.*

A.P.C. STEAMER IS
REFLOATED.DUE TO REACH ICHANG
TO-DAY.

Ichang, Apr. 5.

The A.P.C. steamer, Chinkwang,
which went ashore 33 miles above
Ichang on March 25th, has now
been refloated and will be brought
down here on Saturday.—*Naval
Wireless.*

HOME FOOTBALL.

GOOD FRIDAY RESULTS
SURPRISES.

London, Apr. 6.
The results of the matches
played today are appended:

Division I.

Arsenal	3	Cardiff	0
Everton	4	Blackburn	1
Bolton	3	Manchester U	2
Burnley	2	Liverpool	2
Sunderland	0	Derby	1
Tottenham	1	Wednesday	3
West Ham	0	Aston Villa	0

Division II.

Bristol C	4	Stoke	0
Chelsea	2	Oldham	1
Crimsy	3	Blackpool	3
Hull	0	Swansea	2
Manchester C	2	Fulham	1
Notis. County	3	Clapton O.	0
Preston	4	Reading	0
Port Vale	2	Sth. Shields	3

Division III (South).

Brentford	3	Norwich	1
Brighton	1	Southend	0
Charlton	2	Plymouth	0
Crystal Pal.	3	British I.	2
Gillingham	0	Swindon	1
Luton	6	Torquay	0
Sheff. Wed.	2	Exeter	0
Newport	1	Queen's Park	0

Division III (North).

Barrow	2	Hartlepool	0
Crowe	3	Ashington	0
Darlington	2	Halifax	0
Doncaster	2	Bradford C	1
Lincoln	3	Accrington	1
Southport	2	Chesterfield	1
Stockport	8	Nelson	0
Tranmere	3	Rochdale	0
Wrexham	4	Durham	0
Wigan	2	New Brighton	2

Division I.

Huddersfield	33	19	6	8	78	52	44
Everton	36	16	11	0	84	57	43
Bolton	36	15	9	12	72	58	39
Leicester	36	15	9	11	77	65	39
Cardiff	36	15	8	13	60	68	38
Derby	36	12	9	18	84	71	27
West Ham	36	14	9	13	73	73	37
Burnley	37	15	6	10	70	82	36
Arsenal	34	13	9	12	73	74	35
Tottenham	37	14	7	10	67	74	35
Blackburn	35	13	9	18	54	65	35
Portsmouth	35	14	7	14	57	73	35
Aston Villa	35	13	8	14	66	65	34
Newcastle	34	12	10	12	69	70	34
Birmingham	35	10	14	11	61	65	34
Bury	36	16	2	18	65	73	34
Liverpool	35	13	14	7	70	74	33
Sunderland	34	12	9	13	69	62	33
Middlesbrough	35	10	12	13	70	72	32
Sheff. U.	33	12	7	14	62	60	31
Manchester U.	35	11	7	17	52	67	29
Wednesday	35	8	11	10	65	70	27

Division II.

Chelsea	36	21	8	7	67	35	50
Preston	36	21	8	7	87	43	50
Manchester C	34	12	6	8	61	59	50
Leeds	36	21	6	8	80	61	49
Stoke	36	17	8	11	65	65	42
Oldham	35	17	6	12	68	43	40
West Brom.	35	14	10	11	80	62	38
Swansea	35	14	9	12	65	59	37
Notts. For.	34	15	7	12	78	71	37
Bristol C.	36	15	7	14	73	73	37
Grimsby	37	12	12	13	58	72	36
Port Vale	35	16	6	15	62	66	35
Hull	35	10	13	12	38	44	33
Reading	36	13	14	7	70	74	33
Notis. County	36	10	10	10	57	68	30
Wolves	34	11	7	16	58	81	29
Barnsley	35	10	9	16	45	76	29
Clapton O.	35	10	8	17	49	65	28
Blackpool	36	10	8	18	71	65	28
Southampton	35	10	7	18	53	63	27
Fulham	36	11	5	20	64	82	27
South Shields	36	6	7	23	48	99	19

Division III (South).

Millwall	35	24	5	6	108	46	53
Norwich	33	19	7	7	85	62	45
Swindon	32	17	7	8	73	61	41
Plymouth	35	18	5	12	71	50	41
Brighton	35	16	9	10	70	57	41
Exeter	30	15	10	11	58	49	40
Crystal Pal.	34	15	9	10	63	61	39
Southend	35	17	4	14	63	57	38
Queen's Park	35	16	6	13	62	49	38
Newport	34	15	7	12	67	65	37
Brentford	36	15	5	10	63	55	35
Charlton	34	11	12	11	47	58	34
Bournemouth	34	12	8	14	63	65	32
Gillingham	34	11	9	14	49	59	31
Luton	34	12	6	17	80	70	29
Watford	34	11	6	18	54	63	28
Norwich	34	8	10	16	50	64	26
Walsall	35	10	6	19	59	85	26
Merthyr	35	8	10	17	47	79	26
Bristol R.	34	11	8	20	59	79	25
Torquay	35	7	11	17	43	89	25
Coventry	33	9	6	18	54	77	24

Division III (North).

Bradford	35	22	9	4	94	87	53
Doncaster	35	21	5	9	72	36	47
Tranmere	34	19	7	8	91	56	45
Lincoln	36	20	6	11	77	62	45
Stockport	34	19	6	9	72	43	44
Bradford C.	30	15	11	10	78	55	41
Darlington	34	18	4	12	78	67	40
Southport	36	17	4	15	69	58	40
Wrexham	36	17	5	14	69	54	39
Accrington	30	15	8	13	67	68	38
Halifax	35	12	11	12	65	60	36
New Brighton	34	11	11	12	54	48	33
Rochdale	34	15	3	16	63	60	33
Rotherham	35	11	9	15	58	59	31
Hartlepool	35	13	5	17	60	72	31
Crowe	36	11	8	17	69	78	30
Chesterfield	36	11	8	17	61	71	30
Ashington	36	9	7	20	60	96	28
Barrow	36	9	7	20	48	97	25
Wigan	36	8	8	24	47	80	24
Durham	35	9	5	21	42	84	22
Nelson	34	9	4	21	59	108	22

Nanking, Apr. 6.

About 1,700 troops crossed from
Nanking to Pukow on Wednesday,
over 1,000 on Thursday, while to-
day about 700 troops arrived from
Shanghai and there have been small
movements of troops to and from
Nanking and Pukow.—*Naval Wire-
less.*

Kukiang, Apr. 6.

Several thousands of troops are
embarking, it is believed, for Nan-
king.—*Naval Wireless.*

Chinkiang, Apr. 6.

Troop movements are reported
from here to-day.—*Naval Wireless.*

NORTH STARTING
AN OFFENSIVE.SUN CHUAN-FANG TO DIRECT
OPERATIONS.

FENG'S INFLUENCE.

Peking, Apr. 6.

General Chu Yu-pu has wired
to the Cabinet announcing that he
has ordered a general offensive
against the Kuomintang forces on
the Taming-fu front. Marshal
Sun Chuan-fang is proceeding
from Tsinan-fu to Tsining to
direct operations.

It is generally believed here that
Marshal Feng Yu-hsiang's in-
fluence at Nanking has been in-
creasing rapidly of late, and that
the operations against the North
are due thereto, as he feared that
the Fengtien troops would concen-
trate and crush him single-handed.
—*Reuter.*

Shanghai, Apr. 6.

A telegram from Haichow
states that a general offensive
against Chang Tso-lin has been
launched on the Taiyuan, Chenting,
Kihnan and Tsingpo lines. It adds
that heavy fighting has broken out
on all fronts.—*Reuter.*

RETURN VISIT.

BANVARD MUSICAL COMEDY
COMPANY.

The Banvard Musical Comedy
Company, comprising twenty-three
London artists who visited
Hongkong in February last,
when they gave a number
of delightful revues at the
Theatre Royal and Star Theatre,
are returning to the Colony next
week on their way home after an
extremely successful tour in the
North. Owing to engagements
in Malaya and India, they will be
able to give only one performance
during their coming visit, and
this will take place in the Star
Theatre at 9.15 p. m. on Friday,
April 13th. The production they
will stage, "Hors d'Oeuvres," an
entirely new revue, has been
selected with a view to giving the
maximum amount of pleasure in
one evening. Acknowledged by
the public of Shanghai to be the
most entertaining revue produced
in that city for many years,
"Hors d'Oeuvres" includes items
from the latest London and
New York musical successes,
notably "Oh Kay," "Hit The Deck,"
"Stop Flinging," and "Lady Be
Good." "Hors d'Oeuvres" will also
include original sketches specially
written for this production and
dances arranged for the Banvard
ballets, who will wear costumes
brought direct from the Folies
Bergere and the Mou